

# MOTOR AGE

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## SCORCHING TOWARD HEAVEN

**B**RETTON WOODS, N. H., July 13—With a record of 24 minutes 37½ seconds for a mountain climb of 8 miles over a poor road averaging 16 per cent grade and eclipsing the 1903 record by 1 hour 28 minutes 24½ seconds, the Mount Washington hill-climbing meet came to an end and honors went to Harry Harkness, though a little American steamer, one of the pioneers, too, gave him a hard rub.

The meeting was officially declared off today simply because heavy rain and dense clouds entirely obscured the mountain, and the time trials had to be abandoned, so that af-

ter the racing board and officials have made known their decisions as to winners and times, the many cars will start on the tours arranged to follow the hill-climbing contest for the remainder of the week.

There has been some wonderful work of motors, some daring driving of men, and steam and gasoline have fought it out for honors, with the former victorious when size is taken into consideration.

Up to the arrival of Harkness with his 60-horsepower gasoline machine, Stanley's little 6-horsepower steam jigger ruled the roost—practically had it all to itself, in fact. The gasoline rigs with from 6 to 50 horsepower motors did wonderful work and loud praise was their due, but the little steamer put them all out of the running.

People rather suspected Harkness—that is, figured on a good performance—and the Motor Age man guessed he might make the ascent

in 25 seconds. He just went this a few notches better, grinding it down to 24 minutes 37½ seconds, the fastest hill climbing ever accomplished.

All this was done after Harkness had been up two nights and had driven many miles, but this work seemed to strengthen his nerve.

The marks which were set by Stanley and Harkness will never last—they will be attacked off and on during the rest of this year, and

when next year's climb takes place there will be so many contestants that 1 or 2 days will have to be stretched into a full week or more. The predictions have been made that



PERCY PIERCE DRIVING THE GREAT ARROW THROUGH CRAWFORD NOTCH

some body will turn the trick in 20 minutes—and who knows that a straight 2-minute gait will not be maintained for these 8 miles of elevation such as few roads have ever seen and such as few tourists

ever meet? Then will automobile hill climbing have reached its zenith. So much interest has been stirred up that some of the representatives of manufacturers announced that to hold this record was worth even more than to capture the Gordon Bennett cup, though there was just a little inkling of sour grapes in this remark.

The contestants and officials were intensely surprised at the record made over this 16 per cent grade mountain path, and if there were a smooth, wide roadway up the incline the time just made would doubtless be hacked into small pieces. Certainly deep ruts, partially obscured by mist, are not conducive to great speed.

# THE STORY OF MT. WASHINGTON



THE "CLIMB TO THE CLOUDS" CUP

RETTON WOODS, N. H., July 10—With its top bathed in vapor Mount Washington today presented a beautiful spectacle while awaiting the onslaught of the automobile hosts for the morrow. The filmy mists hung around the top and vainly photographers without number waited for the clearance of the peak to snatch the view so much sought and so seldom found. Down on the plateau where the Mount Washington, the Mount Pleasant, the Fabyans, the Crawfords and other hotels are

located, automobilists watched the top all through Sunday as though charmed by the prospect. One by one other automobilists, accompanied by merry parties, came flying down through the Crawford notch to the hotels, where greeting was given vociferously by the visitors who had arrived before and by Anderson and Price, main host at both the Mount Pleasant and the Mount Washington.

The peak is buried in clouds, and from above those clouds, which the automobiles are to push away, they phone to you that it is storming. You see nothing of that storm, know nothing of the storm which is raging on the toll road away over to the other side, but imagination runs loose and in the minds-eye you see the struggles of countless automobilists to reach the top in their training for the events of the morrow and the succeeding 4 days.

By laying their plans for the week, the automobilists spent a pleasant day. Their cheerful faces offset the gloom of the outer aid and inspired the other visitors who knew nothing of automobiling and cared less a few days ago, to interest in something of which they knew nothing. The hundreds of visitors could ask questions, though, and this they did, while the automobiles, even in the rain, thundered through the valley between hotel and hotel and to the garage located midway.

Imagine, if you will, a great plateau covered with green grass, huge golf links, surrounded on all sides by mountains, the principal of which is Mount Washington, 6,290 feet above sea level. Mount Pleasant, Mount Adams and others less immense, surround the plateau on all sides. Located in the range of vision—they say it is a half mile from the Mount Pleasant, but it seems a mile or more—is the Mount Washington hotel. As you look from your window at the Mount Pleasant you see the grand mountain view before you, the Mount Washington hotel, and directly above one of its corners, Mount Washington itself, of which poets have raved and which today stands the prey of the choo-chooing motor.

Away in the distance is a view of the railroad, which runs to the top, a mere streak up the mountain side, a streak among the green. Away over on the other side of this mountain is the Glenn cottage, and there on the morrow is to start this event of events among the hill-climbing contests of the world. Gasoline and steam contained in all sizes and styles of automobiles are to push these modern vehicles of travel up a grade of from 5 to 20 per cent, the steepest grade ever surmounted and you will see it all from the top on the morrow.

Away over on the other side of this Mount Washington are men whose hopes rank high, who appreciate what is before them, who appreciate the dangers and who are prepared to go through anything just to prove to the world at large that they have builded well, that others perhaps have builded well but have not selected rightly the machine to handle. There are automobiles from the east and automobiles from the west, for the makers have found that the Mount Washington hill climb is quite the proper caper and the real thing in the way of climbs.

Mount Washington's hill-climb is a huge success, a success far beyond the hopes of the promoters. Many remained away from this climb believing it would be a failure, and such will be disappointed. For it is no failure, and to the promoters and to the men who boomed the great event belongs the honor for the success. When Ormond was first promoted those who should have tried to make it a success did not take a hand, yet the opening meet was such, and honors went to those who made it so, among their number Alexander Winton. And now Mr. Winton has come to aid in making this climb to the clouds a success and his presence in the new four-cylinder Winton will aid greatly in making it so. The American makers have joined heartily in the movement and the importers have taken a hand. In all the list of competitors, and there are twenty-nine in all, there is not a racing machine. In surmounting the hill these machines must carry a passenger in order that the test may be a fair one. Tonneaus may be removed, but that is all. Machines must be as per catalogue in the main events of the program, and cars must be sold at the catalogue

price upon demand when the finish has been reached. It was such restrictions as these which drew entries from the makers in great numbers and made the event a success.

W. J. Morgan builded well in arranging his program and the Mount Washington Good Roads Association may thank the men who knew more than they in its arrangement.

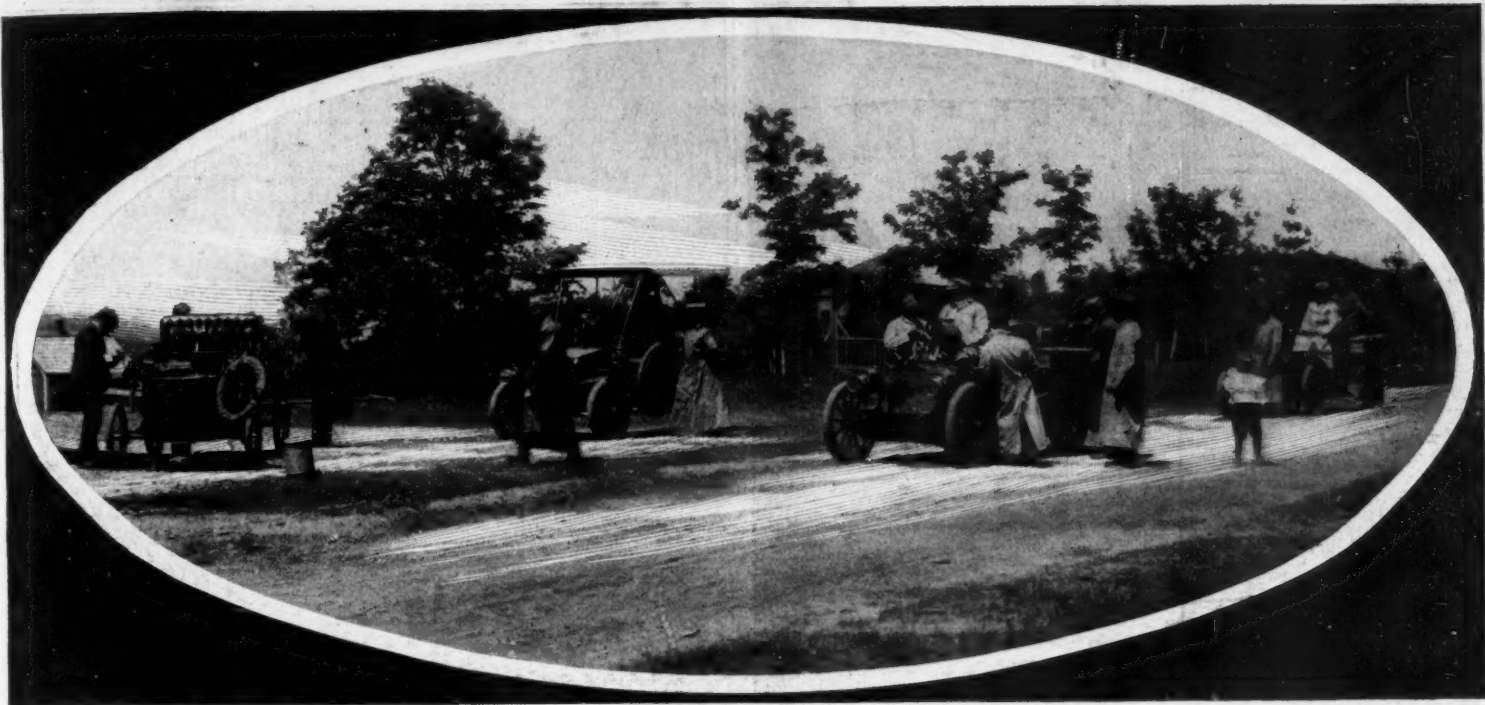
A majority of the several score automobile parties which entered the great plateau did so in their machines. Scarcely a half-dozen machines were unloaded at the special stand erected for the purpose at the Mount Pleasant hotel. Alexander Winton toured leisurely from Boston with his mechanic, driving the new four-cylindered Winton. Harry Fosdick, Boston manager for the Winton company, also toured from Boston, accompanied by his wife and Miss Winton, daughter of the manufacturer. James L. Breeze drove over from New London, which point he reached by ferry from Long Island. Mr. Breeze is one of the entrants for the climb.

Harlan W. Whipple, president of the A. A. A., drove from New York to Boston, thence to Andover, where he lives, and then to Mount Washington, in his 40-horsepower Mercedes. Mr. Whipple was accompanied by his chauffeur, Charles Donohue, who occupied the seat of honor since Mr. Whipple prefers to drive himself at all times. A. E. Morrison in a Peerless, H. E. Rogers in a Peerless, and many more came from Boston. The new garage in the valley filled rapidly, being taxed to its utmost to accommodate the machines. Arthur Gardiner had his Rambler shipped from Kenosha; Frank Nutt had his Haynes Apperson shipped from Kokomo; Percy Pierce shipped his Great Arrow from Buffalo. The buckboard of the Waltham company was also shipped, but these are about the only machines shipped.

The starting point of the climb being 39 miles or more from the Mount Pleasant, Mount Washington and Fabyans attracted a great many of the competitors who stopped there ready for the climb of the morning. By telephone tonight it is learned that a score or more of the competitors are there and will remain until after the events have finished. Thursday will see all of them at the main gathering point when things promise to be very lively around the hotels, more lively if possible than at present.



ARRIVAL OF PRESIDENT WHIPPLE OF THE A. A. A.—MR. WHIPPLE AT THE RIGHT



ON THE APPROACH TO MOUNT WASHINGTON

Today the officials met and arranged the complete details for the climb. Referee Pardington, Associate Referee Whipple, Judges Sinclair and Butler, together with W. J. Morgan, announced that the start would be made 100 yards back of the toll gate to make the full 8 miles; that a 30-minute interval would elapse between the starting of the competitors, and that all cars would start in the order of the entry on the program. Each event will be concluded in full before the calling of the next event. The contestants will, in event of the stalling of their motors, push their cars to the side of the road and after an elapsed time of 10 minutes, will send back the passenger to warn the next driver on his way up the hill. In addition to these precautions, word must be sent by telephone to the officials at both ends from phones located at the 2-mile post, the half-way house, the 6-mile post and the finish.

The honor of first starting up the hill has been accorded to L. J. Phelps, who holds the record of 1 hour 46 minutes. Mr. Phelps starts at 5 o'clock Monday morning. The officials or many of them and several of the press men went to the top tonight to await there in the chained down and doubly braced Tip Top house the arrival of the first competitor. At 7:30 each morning the guests and spectators will start for the top by the cog road, leaving there at 4:30 in the afternoon. The trip up takes about 2 hours and the trip down about the same time. Telegraph facilities have been provided at the top and the Western Union company has sent to the mountains its cleverest operator, Devile, who will alternate between the Tip Top house and the hotels to properly care for the army of press men present.

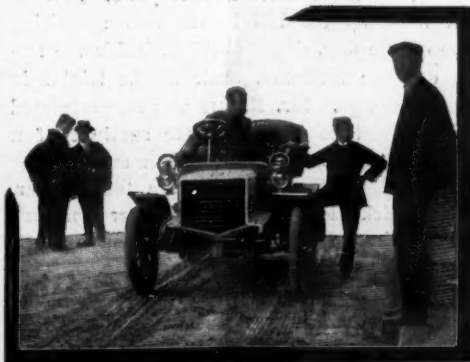
Harry S. Harkness, the Boston to New York record breaker, has been added to the list of competitors. Mr. Harkness intended to enter, supposed he had entered, and finding that such was not the case wired W. J. Morgan, who by the advice of the racing board accepted the late entry. Mr. Harkness is expected to arrive on the morrow from New York.

Boston tourists leaving Sunday will arrive on the morrow probably too late to go to the top for the first day's racing. Many New York tourists will also arrive Monday. Some who con-

templated coming by Sunday night's train found no train tonight so will be a day late.

Throughout the mountain district the residents have dreaded the coming of the automobile; now they dread it not, for they have found the visitors ever courteous and have found that there are gentlemen in automobiles who obey the law and who favor the doing of everything which will in any way aid to good feeling toward the fraternity. Automobilists have rather surprised the residents and even the visitors, when in event of a horse becoming frightened they have quickly dismounted and after stopping the motor have approached the horse and held him while the automobile passed or else have led the horse himself by the machine. Thanks have been invariably returned for the courtesy and there is a kindlier feeling existing all through the region for the visitors.

Beyond the mere hill-climbing contest there is a wonderful part to this contest, for it has opened the White Mountain district to tourists; has shown them at their doors less than 2 days from Boston, hardly 3 days from New York, there is a touring ground the equal of which hardly exists in the country, where the finest hotel accommodations may be found, where the finest tours may be taken, and where nature fairly reveals in its glory. Of scenery there is everything worth witnessing. Beautiful roadways wind through magnificent wooded dells with mountains to the right, mountains to the left, mountains in front and mountains behind,



ALEXANDER WINTON ARRIVES WITH THE NEW FOUR-CYLINDER

and roads which wind through the valleys and carry one zig zagging everywhere that one wants to go. Small wonder then that expressions of delight meet one on every side and that countless visitors count the White Mountain district as a mecca for coming summers.

Mount Washington's climb of 1904 is but a start. Another year will see great additions to the entry list and, like Ormond, the Mount Washington meet will be one of the great annual automobile contests of the year to come. Ormond in winter, Mount Washington in summer, will be events to be looked forward to and these with the Vanderbilt road race and other events will be star features of each year in automobilism.

Friday's and Saturday's tour will bring out scores of machines and then the entire country side will have an opportunity of viewing the machines and of gaining an acquaintance with the visitors. Many of the cities will erect triumphal arches representing progress, through which the parades will pass. Friday and Saturday will be devoted to the tours and it will be a sad blow to the managers should any cars fail to take these trips. The people are interested and through this trip the management hopes to encourage the improvement of roads already so well under way.

#### THE MONDAY TRIALS

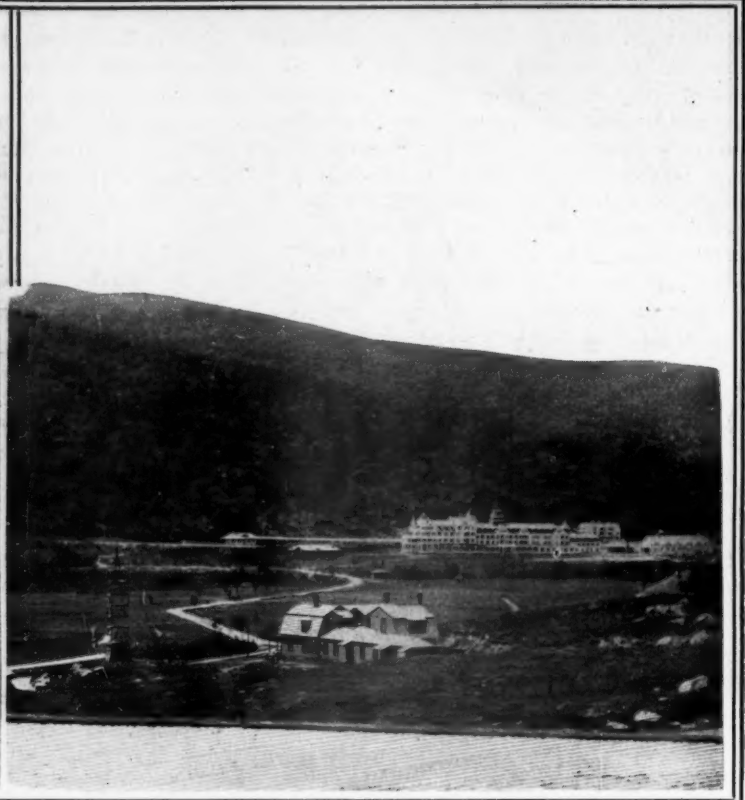
Mount Pleasant Hotel, Mount Washington, July 11—Mount Washington's first annual hill-climbing contest to the clouds was inaugurated today and was a complete and brilliant success, since all records made officially and unofficially were cut to pieces and since the American car was triumphant over the foreign car and steam over gasoline.

The little Stanley covered itself with glory in the hands of F. O. Stanley, who drove it to the top in 31:41%, and the Mercedes of James L. Breese also gained honors, for Mr. Breese himself drove it to the top in 34:09%. The Peerless twice gained honors, as A. E. Morrison drove a regular 24-horsepower touring car with tonneau and all up the stupendous grade 8 miles in 36:44%, while H. E. Rogers, with Dana Estes, went up in a rebuilt racing body Peerless 24-horsepower touring car in 48:07%.

The arrival of Harry Harkness may pre-



CHARLES J. GLIDDEN REACHES THE SCENE



THE MOUNT PLEASANT HOTEL

precipitate something, for Harkness is likely to go right along up in 25 minutes. James L. Breese is certain he will make the climb under :30, but Mr. Stanley will not yield an inch of ground with his little \$650 steamer in competition with cars of seven to ten times the power. Harkness drives a 60-horsepower Mercedes.

In all sixteen cars were sent to the top in good order today from 100 yards beyond the Glen house to the 8-mile point near the barn of the Summit house. The car of H. J. Phelps started at exactly 5, as per the program, and one by one the other cars followed in precise order, making the run with more or less interest.

While rushing round for photographs the MOTOR AGE man heard many an interesting story. Mr. Phelps, the first competitor in the first meet on what is to prove a remarkable hill for an annual contest, loaded a huge bag of ice on his tonneau and kept his motor cool. He did not intend to tell anything of this and said after the finish: "I had my motor nice and cool and told my man to go ahead and drop the bag of ice over the cliff. When he did so I glanced up and there were the officials looking at me. Of course I told them I had thrown over a lunch prepared in event of my being stalled. Later I found that others were using ice. It is all right to do so, for the average stock car is not provided with a cooler for such a climb as this. Tomorrow I strip to the frame and will use ice in big quantities." Mr. Phelps made his initial run in 56:15%, nearly 50 seconds better than his official record. He said that from start to finish he came through in nice style.

Following Mr. Phelps came E. S. Cameron in his 6-horsepower Cameron, which gave him trouble owing to the carburetor being too low to feed successfully on the high grades. Mr. Cameron did the trip in 2:07:08% and is going to make a change for the next event.

W. B. Jamieson, of the Waltham Mfg. Co., followed in a buckboard, and he had all sorts

of trouble, being stalled twice on the run and once right at the finish, when he considered himself at the tape. His time was 2:09:38%. His car, rated at 6 horsepower, had two engines hitched up and he carried the factory superintendent with him, the two forming a heavy load for the little machine.

Following the buckboard came Benjamin Smith, of Boston, in an Olds runabout. He made a clever trip without an incident, doing 1:25:14%. Mr. Smith said a second trip would mean better time and later on he did 1:06:46% for the first event, his first ride having been for event 2, also in an Olds. This disposed of event 1, giving the victory to Mr. Smith with 1:06:46% for cars of \$650 and under.

In event 2 Frank Nutt in a Haynes light touring car broke a connection to his carburetor and had a bad time of it, securing only a third of the requisite amount of gasoline. He got in the way of Harry Fosdick unconsciously and cost Mr. Fosdick 4 minutes at least and also got in the way of H. E. Rogers with his Peerless, costing that driver some trouble. Mr. Nutt went up in 1:32:25% and was a sorely disappointed man, having a car with which he fondly counted upon grand time.

Following Nutt the cars were mixed, as the next man in all cases was sent away. H. E. Rogers, in his rebuilt 24-horsepower Peerless car, went up the hill in the first surprising time of the day, doing 48:07%, inside the record of Otto Nestman, made in the trial spin some time ago. Mr. Rogers was congratulated and for a time basked in the sunlight of a victory well won. Following him came Harry Fosdick in a regulation Winton touring car. Mr. Fosdick did 54:00% and entered protest, claiming he had lost 4 minutes through Nutt. He made a most successful run.

In the same class, No. 5, for cars of \$3,000 to \$6,000, came Percy Pierce, in the Great Arrow. Mr. Pierce accomplished the trip in 44:31% and Mr. Rogers was down and out. Mr. Fosdick called the attention of the offi-

cials to the fact that he belonged in class 4 on price and he was transferred there, giving him the victory with the time made. The success of Mr. Rogers was short lived, for A. E. Morrison, in a Peerless touring car with tonneau and all, went up the hill like a cyclone in 36:44%, and for a time many considered Morrison safe with a record which would stand. Mr. Morrison had no trouble whatever and went right along through on his second speed. He made a grand ride in his class and captured the honors in event 5.

Alexander Winton started in this class, but was lost just before reaching the 6-mile point, and after passing the 6-mile point became stalled. He had on the wrong gears for mountain climbing, but refused to change, stating that this run was to get acquainted. Mr. Winton himself would say nothing of his ride, except this: "My car is right from the factory and I can say nothing. For a new car it did fairly well."

Following Mr. Winton's arrival those at the top were allowed to go down, while the officials had some dinner.

Then came James L. Breese, who had awaited impatiently at the bottom the word to go in his 50-horsepower Mercedes. Mr. Breese was dressed in immaculate taste and he made a dare-devil run, accompanied by his chauffeur. Changing from the second speed to the first and then back and to the high lost him time, but he went up nicely in 34:09%, and was the record holder for a moment. Mr. Breese said he could make the trip a great deal faster and he at once phoned to the bottom to Harlan W. Whipple for the loan of his gears, which he will use on the morrow. Mr. Breese had no complaints to offer. "Really, don't you know," said he, "that is a fine trip and I am anxious to do under 30 minutes—a rate of 15 miles an hour—and I am going to do it tomorrow."

The record of Mr. Breese stood but a few moments, for there came round the turn a whirlwind in long whiskers, mounted in a regu-

lation Stanley steamer. Mr. Stanley started less than 20 minutes after Mr. Breese and came through perfectly, doing the trip in 31:41%, time which caused universal surprise and which obtained for the steam man the victory in event 2. The Prescott steamer, which followed, did 1:08:34%, and George J. Peacock in a Stanley did 1:10:29%. Both of these were also in event 2 and when Mr. Smith arrived in an Olds in 1:06:46% in class 1, giving him the victory, the day's work was done and the officials voted it a good day.

The weather was not altogether perfect. The base was bathed in sunlight and those on the top saw plainly the point at which the cars started on their tortuous journey, although the top was in a cloud and rain fell intermittently during the afternoon, while the clouds came down and drove the officials into the barn at the finish.

The victories for the day go, therefore, to Benjamin Smith in an Olds runabout in event 1, with 1:06:46%, as his time; to F. O. Stanley, in a Stanley 6-horsepower steamer in event 2, with the record of 31:41% to his credit; to H. W. Alden, in the event 3, with a 24-horsepower Columbia car, in 1:15:21%; to Harry Fosdick in event 4, with a 20-horsepower Winton, his time being 54:00%; to A. E. Morrison in event 5, with a 24-horsepower Peerless, in 36:44%, and to James L. Breese in event 6 with a 40-horsepower Mercedes in 34:09:00%.

It was 5 years ago that F. E. Stanley mounted the famous hill in 2 hours 10 minutes in a 6-horsepower steam car. F. O. Stanley today makes the trip in a 6-horsepower steamer in 31:41% and the improvement in cars is evident. The road is undoubtedly in better shape than formerly, but the competitors said there could still be improvements.

#### WHAT HAPPENED TUESDAY

Mount Pleasant House, Mount Washington, July 12—Startling figures were put up today in the great hill-climbing contest. The clouds were literally shoved aside to allow these modern engines of locomotion to reach the top. Clouds all around them from about the 6-mile point, rain falling at intervals, now and then a rainbow to cheer them on, providing they had eyes to see, with spectators at nearly every 2-mile point to the number of a score, and spectators all along the course to cheer them, providing their ears could hear in the din of the motor, men drove as for their very life to win the honors of the first annual climb to the clouds. Great work was done and honors were divided among a trio of honor seekers.

F. E. Stanley, twin brother of F. O. Stanley, who first climbed to the clouds 5 years ago, gained fleeting honors for his steamer when he cut his record of yesterday to pieces, reaching the top in the remarkable time of 28:19 2-5.

A. E. Morrison, in the Peerless stock car, ran up in 29:06 4-5, corrected time. His honors are noteworthy, as his car is identically what he used for track work, prepared today only by the removal of the tonneau.

Both of these performances dwarfed into nothingness in a way when compared to the great drive of Harry S. Harkness. Harkness traveled the 8 miles of the course in time which will take a lot of beating in the future. He made the wonderful record of 24:37 3-5 to the top. That is a rate of travel for an average 16 per cent grade which will redound to the farthestmost ends of the earth as something remarkable and daring. The young millionaire who but a few days ago startled America and perhaps the world by a trip from Boston to New York in 6 hours 55 minutes, averaging 44 miles per hour for his running time, today traveled 8 miles up the steep post road at a rate of nearly 20 miles to the hour. The writer predicted 25 minutes for Harkness several days ago and was pooh-poohed for his pains.

Imagine going up such a grade, over roads none too good, with precipices at the side and thousands of feet to drop, at 20 miles to the hour. That is good going on the level, and Harkness was driving a crippled car at that. He came over the roads from New York at speed, punctured a tire and ran a nail into the other, breaking two springs, both in front. The tires he replaced after reaching here and the springs he replaced with a common log of wood, which he firmly strapped in place. Hardly a comfortable prospect for such a climb, with precipices on every side.

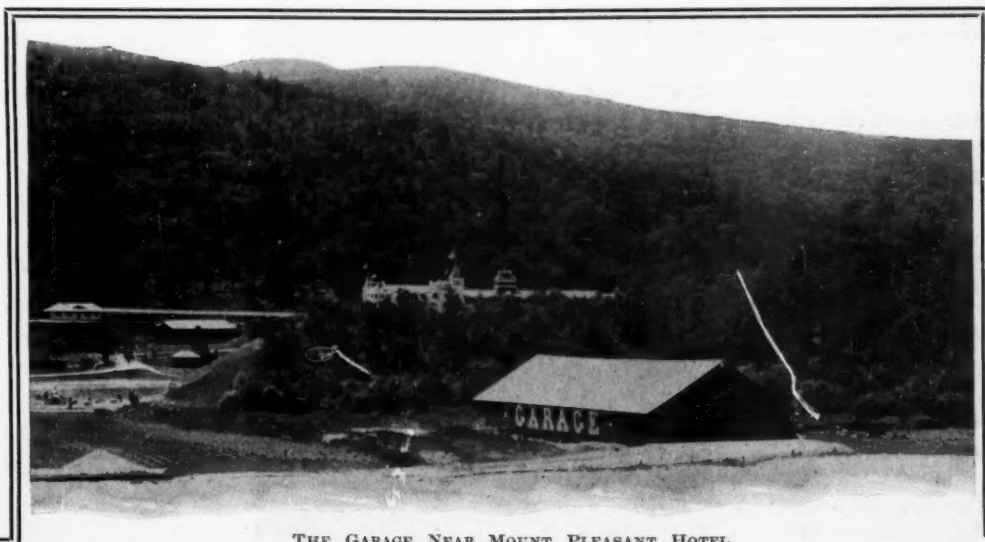
Harkness ran from Mount Pleasant to the starting point at speed and at 3:21 this afternoon he started from the Glen house with every prospect before him of a dangerous trip. The young millionaire was in nowise nervous when he started and apparently his nerve remained with him, for he maintained an average gait

throughout. At the 2-mile house his time was announced as 6 minutes, exactly the same as that of Stanley. At the half-way house he passed like the wind, jumping from one side of the road to the other, not holding the ruts. W. J. Morgan was en route to the bottom and he said Harkness was then driving in a don't-care way and as though imbued with the very devil. He had Stanley's record at his mercy at this point, for he was 1 minute 45 seconds ahead. In the next 2 miles, the bad 2 miles of the trip, he lost 15 seconds of his gain, going by the 6-mile telephone station 1 minute 30 seconds ahead of Stanley. It was then he opened up the huge Mercedes for all the power at his command, throwing caution to the winds as the clouds were reached. Dense atmosphere assailed him on all sides and in this, with no previous knowledge of the going, he flew along at a rate of 30 miles to the hour, half again as fast as Stanley had traveled. Bad corners he took on the slide, with no thought of the ever-present dangers. Up, up, he mounted, and at the tape it was with difficulty he slowed and saved himself a headlong dive to the Summit house over the rocks.

Harkness traveled the last 2 miles in 4 minutes 11 1-5 seconds, and the grade is terrible. In that last 2 miles he gained on Stanley 2 minutes 11 2-5 seconds, a record drive for 2 miles, if ever there was one. Mr. Harkness at the finish was modest regarding the ride, but stated that had he more experience on the road, faster time might have been made.

Alexander Winton said, when he heard the time: "They will build cars to go that 8 miles in 20 minutes; yes, at the rate of 2 minutes to the mile, before they finish."

Mr. Stanley made a very evenly-balanced ride, going to the 2 miles in 6 minutes, to the half-way point in 13 minutes, to the 6-mile point in 22 minutes, and to the finish in 28:19 2-5. Mr. Stanley declared himself at the finish: "I went just as fast as it is possible



THE GARAGE NEAR MOUNT PLEASANT HOTEL



THE MOUNT WASHINGTON HOTEL

to travel over that road. I would not go again like that for \$1,000." This was before the drive of Harkness.

In the drive Mr. Stanley carried 400 pounds of steam and 100 pounds air pressure. His drive was cleanly made and an honor to him.

A. E. Morrison stripped his car for the drive of today, taking off the tonneau. Morrison was out for blood from the very jump, and in his splendid drive had an excellent chance at the 6-mile point to get inside the record of Mr. Stanley. He made the 2-mile point in 7 min-



MR. AND MRS. FRANK NUTT

utes, a minute slower than Mr. Stanley. The half-way point was reached in 14 minutes, his running time for this 2 miles being the same as the Stanley time. The 6-mile point was reached in 23 minutes, still showing no loss of time from the 2-mile point for 4 miles. That Morrison would surmount the last 2 miles in better time than Mr. Stanley seemed certain, and there was considerable excitement among the spectators. Just beyond the 6-mile point an Olds was sighted directly in the road. Morrison blew his horn, but the car did not side-track and he was compelled to take to the mountain side with his touring car. In the smash his honeycomb cooler was broken off, and the bonnet went sailing out over the mountain side. The cooler was so injured that the water leaked out and the belt to the fan was broken and dropped off. With his water gone he did not falter, but after lifting the car out and starting the motor after a lot of exertion he continued on with no cooling system at all. His total time to the finish was 31:06 4-5 and he asked for an allowance of 2 minutes.

Fosdick's claim for 4 minutes yesterday was allowed for the same reason. The officials investigated and the Olds reported that Morrison had lost full 4 minutes, the claim of 2 minutes was allowed. An allowance of 4 minutes would have placed Morrison inside of Stanley's time by considerably over a minute and given to him a net time of 27:06 4-5, which is probably about right, basing the figures upon his probable time from the 6-mile telephone.

Two Metz motor cycles made the climb today in 34:11 3-5 and 52:42 2-5, the first driven by Arthur Batchelder and the second by F. R. Dickenson. These were listed machines of 2 horsepower.

The net results of today's running, rain interfering this afternoon, were as follows:

Event No. 8—A. E. Morrison, Peerless, 29:06 4-5; Webb Jay, White, 42:19 4-5; L. J. Phelps, Phelps, 47:20 2-5; H. W. Alden, Columbia, 51:50 2-5.

Event No. 7—Forrest H. Peabody, Olds, 1:20:46. Two other Olds had trouble and made slow time.

Event No. 9—H. S. Harkness, 60-horsepower Mercedes, 24:37 3-5; F. E. Stanley, Stanley, 28:19 2-5.

Arthur Gardiner in event 9 broke his transmission below the 2-mile mark. Several events will be run Wednesday, when Breeze, Harkness, Otto Nestman and Morrison will all go.

Otto Nestman on a Stevens-Duryea, with C. C. Hildebrand, made the ascent in the free-for-

all in 40:35, full 8 minutes under his former record. James L. Breeze, with his gears changed, made the ascent in 31:22 4, nearly 3 minutes under his record of Monday.

#### TUESDAY EVENING GOSSIP

Mount Pleasant House, Bretton Woods, N. H., July 12—It is learned tonight that the Vanderbilt course has been selected and decided upon finally. Announcement will be made September 8 in regard to the course after which time bicycle police will be placed on guard there. Racing cars will not be allowed on the course but the competitors will be allowed entire freedom with their touring cars to go over the course as often as they like, in order that they may familiarize themselves with the route.

Chairman Pardington refuses all information regarding the location, but says Long Island has been selected. In all probability the Jericho road, Hicksville pike and Merriack road form the main portions of the route.

Charles J. Glidden, the around-the-world-tourist, has offered to the A. A. A., a cup for competition. The endurance style of contest will be arranged, perhaps a non-stop run. The tours committee of A. A. A. is considering the offer now and will shortly make an announcement.

James L. Breese and Harlan W. Whipple were tonight caught in a terrible rainstorm on the way from the Glen house to the Mount Pleasant. They managed to reach here, drenched to the skin. They walked and pushed their car part of the way. The chauffeur of Harkness has been lost en route and Mr. Harkness has spent an anxious and sleepy evening after his 4 days without sleep, phoning and wiring. Many of the officials who remained at the summit tonight reported over the phone that they were uncertain about their fate, as there was a terrible storm there.

"For a block I had a hard time," said Harry Harkness tonight. "My clutch slipped on second speed when I was going 30 to 33 miles an hour and I had to go back to first speed at 20 miles, according to my speedometer. Except on the turns I kept this up. Of course the car bounced, and once I nearly went over. I guess the road was fair. I got some bumps, but did not stop for water ruts. The regular wagon rut made no difference, I went right over. Perhaps I lack nerve, but don't want to try it again tomorrow. With springs I might, but my back feels broken tonight and I haven't had my clothes off for 3 days. I don't know whether 20 minutes can be made."

#### THE CONCLUSION

Bretton Woods, N. H., July 13—Twenty automobiles were in line this afternoon for an impromptu parade for photographs, taking in several of the noted hotels of the district. The parade formed at the Mount Pleasant, with Alexander Winton, Mrs. Harry Fosdick and Miss Winton in the four-cylinder Winton, Harry Fosdick and several photographers in the Winton touring car; Percy Pierce, with Mr. and Mrs. F. Ed Spooner and Mr. and Mrs. Sorter in a Pierce; Mr. and Mrs. Whipple and party in a Mercedes; James L. Breese in his Mercedes; Mr. and Mrs. Frank Nutt in the Haynes, Arthur Gardiner in the Rambler, Hop Lowe in a White, Harry Harkness and party in a Mercedes, F. E. Stanley in a Stanley, J. W. Hathaway in a Stanley, Webb Jay in a White, L. J. Phelps in a White, E. T. Burrows in a Packard, E. S. Cameron in a

Cameron, Otto Nestman and C. C. Hildebrand in a Stevens-Duryea and Mr. and Mrs. T. M. Buttler in a Cadillac.

The route included the Fabyan, the Crawford house in Crawford Notch, the White Mountain house and the Mount Pleasant and Mount Washington houses. At the latter place Governor and Mrs. Batchelder, of New Hampshire, with a member of the governor's staff, took their place in the Winton car with Harry Fosdick, and the line counter-marched again and again across the golf links separating the two hotels. Not an accident occurred and the parade was voted a huge success.

To-morrow and Saturday the scheduled parades occur, the route including Fabyan, Maplewood, Franconia, Sugar hill, Bethlehem and the Profile house. The distance is 60 miles. Friday the tour includes Crawford, Intervale, North Conway, Glen Station, where the hill climbs started; Randolph, Highlands and Fabyan, the distance being about 90 miles.

This concludes the week's events, and Saturday the visitors will go to New York for the Empire meet.

There is talk of limiting the climb hereafter to 40-horsepower machines, owing to the reports which have been received to-day from various points of the dangers into which Harkness plunged in his mad ride. Yesterday no one knew anything at all of the ride, for late reports tell of the Harkness clipping stones from the edge of the road, throwing them to the depths thousands of feet below and of his bounding from the mountain side once to the very edge of the cliff, where he viewed the scenery far below.

"It means this," said S. M. Butler; "some one will come here and go up in 20 minutes or down in better time than that. Larger machines will be used to break the record and some one will be killed. The climb is an excellent test of stock vehicles and should be limited to that. I shall favor the limitation." Other officials would not talk about limitations, but this may be done.

Saturday's schedule run is to be held Thursday, and Friday and Saturday will be devoted to an endurance run of 150 miles, with observers and all rules in force, observers being changed the second day. Gold, silver and bronze medals will be awarded in two classes, those over \$2,500 and those below this amount.

K. Kendall, of Goffstown, N. H., a visitor at the Mount Pleasant, claimed the successful Stanley steamer at the price entered and paid \$700 for it. This is in accordance with the agreement entered into by the entrance to sell at the entry price.



MANAGER PRICE, HARRY FOSDICK AND ALEXANDER WINTON

## AFFAIRS OF THE CLUBS



NEW HOME OF THE FLORIDA EAST COAST ASSOCIATION

**Closed Evenings**—The Automobile Club of America's club house in New York will be closed evenings during July and August at 7 o'clock.

**Organize at Joliet**—The Joliet Automobile Club will be organized July 22 at Electric park, Plainfield, to which the automobile owners of Joliet have been invited to make a run by Lee D. Fisher, member of the Chicago Automobile Club and manager of the Joliet Automobile and Garage Co.

**Doctors Are Prominent**—An automobile club was organized recently in Concord, N. H. Fred L. Johnson was elected president, Frank W. Sanborn secretary and treasurer. The executive committee is formed of Dr. A. H. Holt, B. L. Harris, Dr. J. H. Worthen, Charles W. Ferren and the two officers elected. Thirty motorists have already joined the new organization.

**Following America**—Nine provisional directors were elected at a recent meeting of members of the Automobile Club of Canada, the meeting being held in Montreal. The committee on by-laws reported that the regulations of the club would be based upon those of the Automobile Club of America. The club will soon be incorporated and the membership fee was fixed at \$20.

**Fee Remitted**—At the meeting of the board of directors of the Chicago Automobile Club, held Wednesday, July 13, it was decided that new members joining the club during July and August will have their initiation fee remitted. Seventeen new members were elected. There will be a dance at the Evanston clubhouse Saturday of this week and a theater party the following Saturday. August 4 a delegation of members of the club will go to South Bend, Ind., to meet the automobilists en route to St. Louis.

**No Butters-In**—At a recent meeting of the committee of the Automobile Club of France, President von Zuylen stated that a new organization had been formed under the name of International Association of Recognized Automobile Clubs, which will have its headquarters in Paris. Upon his suggestion Count de Sierstorpff, of the German Automobile Club, who had much to do with the recent cup race in Germany, was named an honorary member. There has been a discussion concerning the advisability of soon choosing a circuit for next year's race, but nothing definite has been

done. It is the almost unanimous wish that the circuit which is to be chosen be a particularly difficult one in order to give the cars a severe test.

**Formed Rambler Club**—The Rambler Automobile Club was recently organized among young men employed at Thomas B. Jeffrey & Co.'s factory, in Kenosha, Wis.

**Slim Attendance**—There was to have been a great city run in Kansas City, Mo., last week under the auspices of the Cadillac Automobile Club. The weather became so threatening, however, that instead of twenty-five cars which were expected only eight were at the rendezvous. The run over the boulevard system was pleasant and managed to get many people sufficiently interested to stop a while and look at the motor cars.

**Chicagoans Plan Runs**—The Chicago Motorcycle Club has arranged three runs for the remainder of this month. Next Sunday there will be a run to Aurora and Starved Rock, Ill., the distance being 85 miles. Sunday, July 24, there will be a run from Milwaukee to Waukesha and Oconomowoc. The excursionists will leave Chicago for Milwaukee on Saturday evening by boat. They will start from the latter town early Sunday morning and return by boat that evening. The run will be through Delafield and Nagawicka to Oconomowoc and from there by way of the north shore of Okauchee lake to Milwaukee. Sunday, July 31, the run will be to St. Charles and Sycamore, Ill. The start of each run will be made promptly at 5 in the morning.

**Second Tour Saturday**—The Rhode Island Automobile Club will go on its tour to Newport Saturday, when the members will be the guests of one of the enthusiastic automobilists of the city. They will meet at the Crown hotel, Providence, in the afternoon and will go over the road and visit some of the points of interest about this "city of villas." Earl P. Mason, who does a large repair business in Newport, will entertain the members of the Rhode Island club at dinner that evening. On the following day the Newport Automobile Club, which will meet the visitors when they arrive from Providence, and the Rhode Island club will have a parade in the center of the city, and the visitors will then go across Narragansett bay in a ferry and back to Providence over the shore road on the west side of the bay. This will be the second tour of

the club, and while it will not be as extensive as the first, which was to Portsmouth, N. H., it will contain many pleasant features.

**Organize at Lynn**—Preliminary steps toward forming an automobile club in Lynn, Mass., were taken a few days ago, when fifty owners met informally in the board of trade rooms. It is estimated that there are fully 250 owners of cars in Lynn and that a powerful organization could be formed.

**Swiss Club's Policy**—The annual meeting of the Automobile Club of Switzerland took place last month in Zurich. Aloys Naville was elected president, Charles L. Empeyta first vice-president, Camille Rochette second vice-president. In speaking of the past year the president stated that automobilism had become one of the most popular sports in the Swiss republic and that the few national manufacturers of motor cars and motor cycles were doing well and becoming prominent in the European market. The club will do all it can in seeing that the roads of the country are kept in good condition, so that tourists will return.

**Many American Guests**—The formal opening of the club rooms of the Toronto Automobile Club of Toronto, Canada, which took place in the latter city July 4, was one of the most important automobile events that have as yet taken place in Canada. Delegations from Cleveland, Buffalo and a number of important Canadian towns gathered at the King Edward hotel, where a banquet was given. There were twenty people in the Cleveland party and fifteen among the Buffalos, and not the least satisfaction was expressed at the fact that among these thirty-five visitors from across the borders there were ten ladies. After dinner several speeches were made, in which one of the principal subjects was the good feeling between motorists from both countries and the urging that all should work in favor of the common cause.

**The Sign of the "39"**—When the Florida East Coast Association formally opened its new club house on the beach on the Fourth of July Senator Morgan sent President Burgoyne a telegram of congratulation. The following reply was sent: "The Florida East Coast Association gives you greeting and begs to acknowledge to the fullest extent that your efforts in our behalf have made the Ormond-Daytona beach known wherever a newspaper is printed. The clubhouse doors with Mr. Vanderbilt's world's record for the mile nailed to the lintel in 18-inch figures, were opened at 5 o'clock today, 150 members, each wearing the club badge, with "39" stamped in the shield. Regret that you are not with us." There will be a record-trial meet in November.

**No Society This Time**—Nashville, Tenn., at last seems likely to have a club which will last. Two other clubs have been started and both died of "too much society." The new club now being organized will have but one object—the "good of the cause;" and it ought to be successful. A committee composed of E. C. Andrews, W. L. Granberry, L. Hume, J. A. Landis, G. M. Ingraham and W. R. Cole has been appointed and the members now have the matter under consideration. The need of a club in the city is keenly felt, for it is practically a certainty that the coming session of the legislature will attempt to pass a law regulating the speed of machines in all parts of the state and it is deemed advisable to have some organized body for the purpose of presenting the automobilist's side of the question to the legislature.

# MOTOR AGE

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## HONOR OF THE A. A. A.

What is the American Automobile Association? Is it a body of automobilists throughout the country, or is it an eastern clique of hydro-carbon politicians? The development of the A. A. A.-M. L. merger situation would incline one to the belief that it is the latter.

It has been commonly agreed that for the good of the sport and pastime of automobilizing, and even for the good of the industry itself, there should be one supreme national body. This question was brought to an issue, and the membership of both the American Automobile Association and the American Motor League voted almost unanimously for the merger of the two bodies into the American Motor Association.

Committees of the two organizations were instructed to effect this merger upon certain lines fair to both bodies. The committee of the American Motor League played fair in the matter. The committee of the American Automobile Association did not play fair. It tried to run the show, even at the cost of turning down the express wish of its membership.

The history of the merger movement, and of its disastrous ending in an attempt on the part of an A. A. A. clique to give the American Motor League the worst of the deal, has already been published in full. There is no need to repeat the details.

Suffice it that the merger is off, and that a battle between the two bodies is imminent—a battle which all who have the real good of automobilizing at heart have sought to avoid.

Where is the honor of the American Automobile Association? Will its membership quietly submit to this misuse of a trust by a few petty politicians who have sought to disrupt the whole fraternity of motoring in order to augment their own personal influence?

Not satisfied with blocking a move which would have been of obvious benefit to all parties, these committeemen of the A. A. A. have evidently sought to further rend automobilists by the publication of absolute misstatements of the case, in an apparent endeavor to "knock" the American Motor League.

There have been published in Chicago and other western daily newspapers accounts of the merger situation so highly colored with falsehood that they must have been written with the evident intention of doing the American Motor League an injustice relative to its part in the affair.

Who instigated these newspaper stories? They certainly could not have come from the pens of western newspaper men, for there is not a daily newspaper man in Chicago who knows enough about the game to write such stories.

They could not have come from free-lance space writers, for the Chicago papers are not buying automobile matter of such writers. They must necessarily have come from the east, and from some one closely allied to the A. A. A. committee, for none other would have reason for perpetrating such tommy-rot whose only purpose could be the plain abuse of the A. M. L.

Where is the honor of the A. A. A.? Will it, as an organization, remain passive during an affair in which its committee disregards its wishes for no reasons but selfish ones, and then stand for the common publication of matter, which, if not coming from A. A. A. sources, should be disowned; or which, if coming directly or indirectly from A. A. A. sources, should be squelched to save the dignity as well as the reputation of the organization.

What is the A. A. A., who runs it and what is it trying to do?

## ERRORS OF EXPORTERS

Notwithstanding the fact that American automobile manufacturers have met with great success in their invasion of foreign markets, the fact still remains that the American manufacturer who seeks to conquer foreign lands has an important lesson to learn and would better study it carefully and thoroughly before making the attempt to introduce his machines.

In striving to build up foreign trade the fact must not be lost sight of that the people must be addressed in their own tongue; thus not only correspondence, but catalogues and all advertising matter should be printed in the language of those to whom it is addressed.

Talk to the Russians in the Russian language; French should be used in France; German in Germany; Spanish in the South and Central American republics, Mexico and Spain; Portuguese in Brazil, and so on.

While the American catalogue is usually an exquisitely beautiful brochure, the product of the best talent and skill in the printing world, it must be understood to be effective.

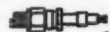
It is hardly to be expected that even the most intelligent foreigner will trouble himself to have a translation made of American advertising matter unless he has a very special reason for so doing—a case which seldom occurs. What he sees in his own language he will readily understand.

But how about foreign moneys, weights, measures, capacities, and the like? Foreigners cannot be expected to be posted in these technical matters.

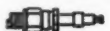
One error our exporters make, which probably costs them many thousands each year, is their practice of lettering the cases containing their goods in English. Often have been seen in foreign custom houses boxes and cases labeled "fragile; handle with care," or, in other cases, "this side up, with care."

As a matter of fact, one might as well expect a stevedore in New York to read the labels on a Chinese tea chest as to ask the men who handle American goods in foreign ports to read English. It gives them trouble enough to decipher their own language when plainly printed. Consequently, when the box or case enters the steamer at New York destined for a foreign port all warning, caution or advices printed upon it might as well be done in ancient Greek as in English.

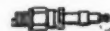
This is a point worth remembering.



Once in the New York state legislature in cycling days gone by, Isaac B. Potter was fighting for the carrying of bicycles as baggage. One of the railroad crowd interrupted Potter's speech by asking: "If we agree to carry bicycles as baggage how long will it be before we are asked to carry wagons and buggies as baggage?" Hardly before the man had ceased speaking, Potter replied: "As soon as you carry horses as passengers." The A. A. A. is fixing itself to get one of these Pot-teresque answers some fine day.



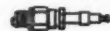
Motoring Illustrated, of London, is howling over the fact that on the Monday following the Friday on which the international cup race was won, it issued a complete story of the race. Three days behind MOTOR AGE, of Chicago! Incidentally MOTOR AGE was in London June 25, the day of issue of three London automobile papers with the cup race story.



After the reader has perused Mr. Harrison's story of his trip to St. Louis there will be little doubting of the stories of Illinois mud. Somebody ought to write the candidates for governor to take in that trip just as an object lesson.



The Sentinel, of Woodstock, Ill., says: "Floyd Sunderlin has found that it takes two hands to steer an automobile." Floyd is referred to Charles E. Duryea, of Reading, Pa.



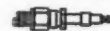
Mapping out and preparing a road race course cannot be done in a twinkling. It's about time to begin on the Vanderbilt cup race course.



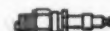
The Press, of Waukesha, Wis., says that Mrs. Seth Lyons nearly escaped being "automobiled" last week. Not bad for Waukesha.



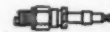
It is probable that the farmer can be sooner won over to automobilizing and good roads by friendly persuasion than by antagonism.



The president of the American Motor League has a big sleeve, the contents of which are not always made public.



A man lighted a match the other day to search for a gasoline leak in a motor boat. He found it.



It is now up to Isaac B. Potter to show the Fraternity who is the best organizer in the game.



This touring game is getting to be a pretty good thing—for the Standard Oil Co.

# IDIOTIC CHICAGO ORDINANCE

**Speed Limit Raised to 10 Miles an Hour, but Restrictions Are So Severe as to Make Selling of Automobiles Practically Impossible—Some Opinions on the Measure.**

Chicago, July 13—At a meeting of the board of directors of the Chicago Automobile Club, held today at the club house, the automobile ordinance which was passed by the city council last Monday was the subject of an informal discussion. A committee of three members, consisting of Sydney S. Gorham, Ira M. Cobe and Frank X. Mudd, was named, and has been intrusted with the task of framing a new automobile ordinance, which will be submitted by the Chicago Automobile Club to the city council.

The ordinance passed Monday provides that automobiles may be run at a speed of 10 miles an hour in the city, but must slow down to 4 miles an hour at street corners. The former ordinance stipulated a maximum speed of 8 miles an hour. Any person driving an automobile must previously undergo an examination as to one's capacity to operate a motor car. Such applicant must have the free and full use of both hands and shall not be under 18 years of age, must have good eyesight, good hearing, be free from epilepsy or heart disease and must not be addicted to the excessive use of alcoholic liquors or drugs. Applicants must not be of reckless disposition or subject to fainting spells; must state experience had in operating machines and record of accidents suffered, if any, and must also be subject to the following requirements:

1—STEAM AUTOMOBILES—Applicants who desire to operate steam automobiles must be familiar with the class of boiler used and its construction; the pressure to which it has been tested; with what safety devices and indicating devices the same is equipped; they must be also familiar with the handling of gasoline, its uses and dangers, and with the method of getting up steam and starting the automobiles, as well as with all methods of keeping the same clean and in good repair, in and out of use.

2—GASOLINE MACHINES—Applicants who desire to operate gasoline machines must be familiar with the engines and must answer all questions as to their capacity, the method of connecting the engine to the transmission gear, and how different speeds are obtained; they must be also familiar with all methods covering the reversal of the machines, the connection of levers, the handling of gasoline, and all methods of keeping the machine clean and in running order.

3—ELECTRIC MACHINES—Applicants who desire to operate electric machines must be familiar with the use of the controller and the reversing switch and brakes and their location on machine; must know the different speeds, when the machine needs recharging, how to recharge same, and how and when the same should be inspected.

All cars must display identification numbers or letters, which shall not be less than 5 inches high,  $\frac{5}{8}$  of an inch wide and  $\frac{3}{4}$  of an inch apart. The numbering or lettering must be in white upon a dark background and applies to all motor vehicles used for private or commercial purpose.

Members of the Chicago Automobile Club are indignant about the measure, which they claim is ridiculous and far from serving the purpose intended.

"If Mayor Harrison signs this ridiculous law and the police enforce it, as attorney for the Chicago Automobile Club I will immediately bring action to annul it," said Sydney S. Gorham. "We have over 300 members and will fight through all the courts until we win. The ordinance is unconstitutional.

"The automobilists of Chicago are willing to submit to anything within reason, but we will not have our constitutional rights taken away. In their examinations for a license for an automobile driver they want to know whether you take fits. If you do you can't get a license. You must have good eyesight. If you haven't you don't get a license. If you are of a reckless disposition you cannot get a license. If you are addicted to drinking or drug habits you are denied a license. The court holds that a man who has been intoxicated once in his life is a drunkard. The prohibition party holds that a man who takes a drink once a year is addicted to the liquor habit.

"I understand that another ordinance has been introduced. It will require the operator of every machine to carry a pan under it to prevent the dropping of oil on the streets. If such an ordinance is passed you can say as coming from me and as the attorney for the Chicago Automobile Club that an ordinance will be introduced in the council requiring similar provisions for horses. We don't propose to be browbeaten any longer."

"It is the most ridiculous thing I ever heard of," declared F. C. Donald, former president of the club. "There seems to be no reason in the people who are drafting these ordinances. It is a peculiar fact that the American people, the greatest on the face of the earth, who bring out every new thing that is desirable, should so stand in their own light. The steamboat, the locomotive, the electric car, the bicycle and even the sewing machine were either condemned or ridiculed.

"Some time ago we asked the city council to appoint a committee of three to meet a committee of three appointed by the automobile club and draft an ordinance which would be equitable to both sides. We were willing to concede anything that was reasonable. Our offer was rejected and this obnoxious measure was substituted. But we won't accept it, and every cent of the funds at the command of the automobile club will be spent, if necessary, to fight it."

John Farson, president of the club, smiled as he read the provisions of the ordinance. Then he inquired: "Are they crazy? It is scarcely worth while discussing the matter. It is a waste of time for the council to pass such a measure. If the mayor signs it, and I suppose he will, then the club will get out an injunction preventing its enforcement. But it is too ridiculous to discuss seriously."

Alderman Foreman tried hard not to smile. "Of course these things will all have to be

regulated," he said behind the smile. "There should be an ordinance regulating the speed of automobiles. I don't think this one will quite do; however. It's the limit."

Alderman Silas F. Leachman of the twenty-seventh ward was not backward in expressing himself. "It is kindergarten legislation," he said. "It is a shame that time and money should be spent on such a foolish measure."

Alderman John R. Jones of the eighth ward said just one word, but it was very expressive. It was: "Ridiculous."

Alderman Rudolph Hurt of the tenth ward thinks some measure should be adopted to prevent automobile accidents. "They should be regulated," he said, "but not in the way which is provided for in the ordinance."

The ordinance has a supporter in City Electrician Ellicott. "It is simply a case where something has to be done," he said. "The number of accidents compels us to act. The city wants to do what is right. Accidents have been increasing at such a rapid rate that stern action is absolutely necessary. I haven't the least doubt the mayor will sign the ordinance; and if he does it will be enforced."

One of the features which is so much objected to by the automobilists is numbering of cars. It is pointed out that this is required of no other private conveyance. It is also pointed out that there is no protection in these numbers. Last year there were six cases of members of the Chicago club who were hauled into court because someone else had been using their numbers.

## WRIDGWAY WILL NOT STOP

New York, July 13—Charles G. Wridgway started at 3:23 o'clock yesterday morning in a Peerless car to beat the 1,053  $\frac{1}{2}$  miles American non-stop record made by F. A. La Roche and A. L. Picard in a Darracq. In a previous attempt, after scoring 1,000 miles, Wridgway was forced to stop on account of rain and mud. Wridgway was accompanied by John J. Donovan, of Boston, as umpire, and R. H. Johnston and a mechanic as companions. He arrived at Banker's garage at 8:48 this morning, having completed 500 miles of the non-stop record attempt. He arrived at the Peerless garage in Boston at 4:30 in the afternoon and carried five passengers all the way, including Donovan of the Boston Globe as an observer and relays of guides. He had a narrow escape near New Haven, but escaped a wagon by ditching his car and emerging without stopping the engine. He was delayed at Marlborough 14 minutes through a punctured tire. He left Boston at 4:55, with Eustis, of the Brooklyn Eagle, as observer. Wridgway left New York at 10:20 at night with Smith, of the Boston Traveler, as observer. Some delay was caused by mending a leaking radiator. Wridgway drove the entire distance.

## THE USUAL PROVISION

There was a somewhat exciting meeting of the board of supervisors of Sacramento, Cal., recently, which resulted in amending the automobile ordinance. The following paragraph was added: "Every person driving an automobile or any self-propelled vehicle shall upon meeting a person riding or driving horse or horses, or driving domestic animals, reduce speed, and upon the appearance of fright upon the part of the animal or driver, or on request or signal by putting up the hand from the party so met, cause the automobile to immediately stop and remain stationary."

## VANDERBILT CUP DEED

### Details of the Gift to the A. A. A. Set Forth in Full by the Young Millionaire Motorist

New York, July 11—In a brief despatch just before MOTOR AGE went to press last Wednesday the acceptance of the Vanderbilt cup by the American Automobile Association was reported. The deed of gift in full follows:

I, William K. Vanderbilt, do hereby present a silver loving cup to the American Automobile Association under the following conditions:

1—That the competition of said cup shall be open only to clubs that are recognized by or affiliated with the American Automobile Association and to clubs recognized by or affiliated with the Automobile Club of France.

2—That not more than ten cars represent any one country.

3—That the cup shall be absolutely a challenge cup, owned by the American Automobile Association or its successor, and shall not be donated to any individual, but may be held by the representative club of the winning country under the following conditions:

a—That the winning club shall deposit with the American Automobile Association a bond or bonds whose actual market value is \$3,000, and said bonds to be held by the American Automobile Association.

b—During subsequent competitions, should the cup be won by any foreign country, the previous winning club shall be returned its \$3,000 bonds after the American Automobile Association has received an equivalent amount from the next winning club; the previous winner not to give up its receipts for its bonds until notified by the American Automobile Association that it has received an equivalent deposit from the subsequent winner.

4—That the name of the winner each year shall be inscribed on the cup, together with the location of the race, date, distance and time.

5—That no car shall be allowed to compete for the cup whose weight shall exceed 2,204 pounds or under 881 pounds. Each car must carry two persons, seated side by side, whose weight must be at least 132 pounds each.

6—That the competition for said cup shall be held annually, the date to be left to the American Automobile Association in 1904 and 1905. Subsequent dates may be decided upon by the previous winning club, together with the racing board and the donor of the cup.

7—That the competition shall be not less than 250 miles or over 300 miles, and must be held on a recognized regular highway or an automobile speedway, and under no circumstances may the race be held on a horse or bicycle track.

8—That the race shall take place in 1904 and 1905 in the United States. Subsequent to 1905 the contest may be held in any country holding the cup.

9—That the commission for 1904 shall be the racing board, A. A. A.; for 1905, racing board, A. A. A., the donor and one member of the sports committee, A. C. F., named by the president of the Automobile Club of France. Subsequent years in the United States, same as 1905. Subsequent years abroad, sports committee, A. C. F., with the donor and one member of racing board, A. A. A.

10—In case of the death of the donor of the cup it shall become absolutely the property of the American Automobile Association or successors.

The terms of this deed of gift may be changed by the donor at the request of the racing board. Should the terms be broken regarding the contests for the cup as herein described in this deed of gift the cup shall then revert to its original donor.

#### SHOW THE LEGISLATORS

New York, July 12—Albert R. Shattuck, chairman of the A. C. A. good roads committee, began yesterday the most practical and ambitious demonstration of highway improvement to legislators yet conceived and carried out. With George F. Chamberlin, Robert Lee Mor-

rell and two other A. C. A. members, he began an 800-mile, 8-day automobile tour of New York, New Jersey, Connecticut and Massachusetts, with the members of the special committee appointed at Albany last winter, and several state road engineers as his guests. Two Walters, a Locomobile, a White and a Winton carried the investigators.

The start was made at a quarter of 8 o'clock yesterday morning from the Murray Hill hotel. The legislative committee in the run consists of Senator J. P. Allds, of Norwich; Senator W. W. Armstrong, of Rochester; Senator F. C. Stevenson, of Attica; Senator G. R. Malby, of Ogdensburg, and Senator Edwin Bailey, of Patchogue, accompanied by Henry A. Van Alstine, State Engineer Charles Hotelling, sergeant-at-arms, S. A. Church, court stenographer, and W. Pierpont White, of the interstate road commission.

Yesterday's run was to Trenton, which gave the tourists a good chance to view the fine roads of Union and Middlesex counties. Trenton reached, the Mercer county highway system was inspected as far as Princeton, Edenburg and beyond. In the evening Henry I. Budd, road commissioner of New Jersey, and Frank Eppelle, road engineer of Mercer county, gave the tourists a banquet.

The journey today will be over the roads of northern New Jersey, then into Orange county, New York, and by late afternoon it is expected Newburg will be reached. There other road builders will be met at the dinner.

The tour is designed as an object lesson on road building and to aid the legislative committee in devising the best means for the expenditure of the appropriation of \$1,500,000 for improved roads in this state.

#### TOLL TAX IS UNLAWFUL

Milwaukee, Wis., July 12—That automobile owners do not have to pay charges on toll roads unless they want to is the discovery that has been made in Milwaukee by the county board of supervisors. The board is negotiating for the purchase of one of the two toll roads that exist in Milwaukee county. At a meeting of the county committee on highways and bridges a few days ago the subject of taxing automobiles for running upon these roads came up for discussion. It was agreed that there was nothing in the charters of the companies giving them the right to tax motor vehicles. When the charters were granted in 1868 bicycles and automobiles were not dreamed of. Provision was made only for the tax of horses at so much a head. This discovery is of more importance according to members of the Milwaukee Automobile Club and others, than it might at first suggest. One of the roads in Milwaukee county, that to Whitefish bay, the big Pabst resort, derives a large proportion of the income from the tax of automobiles. During the summer the road is constantly dotted with motor carriages, touring cars and runabouts. Paying, as they do, a large share of the income of the road owners, the motorists are in a position to demand that the thoroughfare be kept in the best possible repair. The automobile owners do not object to paying toll but will insist upon good roads.

Doubtless the same conditions exist in all other parts of the country as well, as the ownership of most toll roads and their charters reach back to the days when automobiles were unknown.

## NON-STOP RECORD GOES

### English Automobilst Covers 2,071 Miles on the Road Before His Motor Ceased Operating

Two thousand and seventeen miles in 124½ hours without stopping the motor during the entire run is the record established on a 20-horsepower Talbot car, which is the British trade name for the Clement-Bayard car, during the latter part of last month in England. D. M. Weigel, T. W. Williams, an observer from the Automobile Club of Great Britain and Ireland, and M. Slatter made up the party.

The start was made at 3 o'clock in the afternoon on June 22 from the Thames Embankment, London, England. Perth, in Scotland, was reached 24 hours later. The lord provost and the city fathers welcomed the motorists on their arrival, and although the latter did not stop long in the Scotch town they were greeted by a large crowd, which was demonstrative. The great north road had been followed to Perth and when the return trip to London was begun it was decided to go over the same road. At a quarter to 6 on June 24 the party was again in London, where several hundred people awaited their arrival. All four tires were replaced before the continuance of the record trial was made and then the journey was resumed over the road leading to Perth.

While during the first half of the trip the weather had been fair and only tire troubles were experienced, the second journey was much harder. Heavy rains, snow storms and chilly weather prevented the party from going as fast as had been intended and it also became necessary for Weigel to change often in the driving of the car. When the car reached Perth there was again a large crowd which gave a rousing send off when the men started back for London. The unusual hearty demonstration made one of the party remark: "It must be a mistake; they probably think the prince of Wales is among us."

No accidents happened during the last stage of the record run and when the "big four" reached London several thousand people had gathered near the headquarters of the British Automobile Commercial Syndicate and gave them a rousing welcome. The officers of the company were also there and gave Weigel a massive silver cigarette box in which there was a new Bank of England note for £100. Silver cigarette cases were also given to the others of the party as souvenirs of this world record of endurance both for men and motor.

#### OVER HALF GOT THROUGH

The report of the German Motorcycle Club concerning the recent endurance run from Frankfurt-on-Main to Berlin shows that 113 motor cycle drivers entered for the test and that ninety-seven started. The run was divided into two stages, the first from Frankfurt to Hanover and the second from that town to the German capital. Of the ninety-seven starters on the first day, seventy-one reached Hanover and all started on the next day for the final struggle. Fifty-seven of these starters reached Berlin without accident, and the result was considered highly satisfactory, as the roads were nothing like some of those in France. The distance for the entire journey was 385 miles, covered at a moderate speed, fast driving not being allowed. The event was open to any

owner of a motor cycle, whether member of the club or not. In classification, however, this fact was taken into consideration. The machines were divided into two classes—those with  $2\frac{1}{2}$  horsepower or less, and those having  $2\frac{1}{2}$  to  $3\frac{1}{2}$  horsepower motors. Among the club members the winning machine in the first class was a Triumph, a Wanderer was second and a Panther third. In the second class a Brennabor secured first and third prizes, while an Adler had to be contented with the middle award. Among the non-members the successful machines were a Progress, a Wanderer and a Puch, in the first class, while another Puch won first honors in the second class. An Adler was second and a Progress third.

#### ST. LOUIS' COMING MEET

St. Louis, Mo., July 7—According to plans recently completed the long talked-of race meet which is to take place before the closing of the fair, will be held August 21 on the mile track of the St. Louis Fair Grounds Association. The races will be held under the auspices and according to the racing rules of the American Automobile Association. There are to be eight events, as follows:

Five miles, vehicles weighing 881 to 1,432 pounds, for the Mississippi valley prize, valued at \$100.

Five miles, all powers, vehicles weighing 551 to 881 pounds, for the Anheuser-Busch cup, valued at \$100.

Five miles, vehicles weighing 1,432 to 2,204 pounds, for the Mound city prize, valued at \$100.

Ten mile, all powers, vehicles weighing 551 to 881 pounds, for the Jefferson prize, valued at \$100.

Ten miles, free for all vehicles weighing 1,432 to 2,204 pounds, first prize, the world's fair Louisiana purchase trophy, valued at \$500, and the second prize valued at \$100; flying start.

Ten mile lap race, open to all types weighing 881 to 1,432 pounds. Prizes valued at \$5 to the first at the end of each mile and the Missouri cup to the winner.

Five mile motor cycle race, open to all stock machines. First prize valued at \$30, the second prize valued at \$15, and the third at \$5.

Pursuit race, open to all types weighing 1,432 to 2,204 pounds, for the Greyhound stakes, valued at \$100.

The entrance fee for the first event is \$5; for the fifth, \$25; for the seventh, \$1, and for the other events \$10. Entries will close August 15. Among the conditions set for this meeting it is stipulated that vehicles will make a flying start and that no prizes will be awarded in case there is only one starter, while no second prize will be given unless three start in an event.

#### AFTER MILWAUKEEANS

Milwaukee, Wis., July 12—The first guns of the fight between the automobile owners and the city authorities will be fired during the coming week. Next week the statutory committee of the common council will take up the proposed ordinance number and licensing motor vehicles. Mayor Rose has asked that this ordinance or one of similar import, be passed by the council. Automobile owners, claiming there is no call for such radical action and asserting that such provision would be class legislation, propose to fight it. They will carry the case to the supreme court if necessary. The automobile ordinance was to have come up last week, but action upon it was deferred for 2 weeks by the committee. The attitude of the council is doubtful, though there is known to be a well-defined opposition. The mayor's communication, however, doubtless will stir up action of a more or less vigorous nature.

## BIG MOTOR CYCLE RELAY

### Nearly 700 Miles Are Covered at an Average Speed of 24 Miles an Hour—No Accidents

Several weeks ago, l'Auto, of Paris, decided to arrange a motor cycle relay cross-country test for the purpose of ascertaining how quick a despatch could be transmitted by motor cycle from one end of France to the other. A great many manufacturers took great interest in the matter and it was found necessary by l'Auto to accept only the first eleven who had applied for participation in the trial. The route decided upon was one leading from Brest to Belfort via Paris and was 698½ miles long. Eleven divisions were made so that each of the eleven different machines would be able to run about the same distance.

No information was given out as to when the event was to take place and this was done so that it could be held under absolute normal conditions. The test came off June 27 and 28 and was followed from start to finish by officials of the war and navy departments. In fact the army and navy officials gave their patronage to the test by consenting to make the dispatch one from the Brest military commander to the commander in Belfort, and it was Vice-Admiral Malarme who designated the officer of the former city who was to deliver the message to Osmond, who rode a F. N. machine and who had to cover the first stage, from Brest to Louargat, a distance of 63 miles.

It was run in 3 hours 54 minutes, at an average of 16 miles an hour. This was slow time, but the roads were the worst of the entire route. From Louargat to Broons, 57 miles, the message was carried by Lyonel, on an Alcyon, in 2 hours 9 minutes, an average of  $26\frac{1}{2}$  miles an hour. This rider reported that he could have gained at least 5 minutes if not compelled to get off his machine twice. The third stage of the course, from Broons to Vitre, 56 miles, was covered in 111 minutes by Deryn on a La Francoise, making an average of  $25\frac{1}{4}$  miles an hour. Bonnard on a Werner, had charge of the fourth stage and covered the 100 kilometers from Vitre to Pre-en-Pail in 2 hours and 17 minutes, an average of  $27\frac{1}{4}$  miles an hour.

Both of the next two stages of the relay were made in slower time because the riders had to get off their machines. Aster, on a Gladiator, rode from Pre-en-Pail to Tillieres in 2 hours 38 minutes, an average of  $25\frac{1}{4}$  miles an hour for the 68-mile course. Leauran, on a Clement, made an average of  $23\frac{1}{4}$  miles an hour for the 68-mile course. Leau Paris, the distance being 65 miles. This rider had lost his official badge and spent 10 minutes searching for it. Paris was neutralized and it took 22 minutes to get through the town, which was considered remarkably fast for ordinary riding.

The second fastest run of the entire relay was made from Paris to Chateau-Thierry, the distance between these two places being 61 miles, which Demester, on a Griffon, covered in 19 minutes, or an average of  $28\frac{1}{2}$  miles an hour. The next section, from Chateau-Thierry to Couvrot, which was 67 miles long, and had the best roads, was covered by Coudert on a Lurquin-Coudert motor cycle at a speed of more than 30 miles an hour. The only woman driver in the relay, Madame Clouet, took up

the message at Couvrot and took it to Fourg on her George Knapp machine. The distance she had to cover was 69 miles and Clouet, on a similar machine, went with her. She made the run in fair time, 3 hours 46 minutes, or an average of  $18\frac{1}{4}$  miles an hour.

Through some misunderstanding the driver and machine on the tenth stage of the relay were not at Fourg. After a long wait Mr. Clouet, upon the suggestion of his wife, decided to take the message to Arches, and made the run of 70 miles in 3 hours 10 minutes, an average speed of 22 miles an hour. Lafranchi, on a Peugeot, then began the last stage of the long relay and went to Belfort, 61 miles from Arches, in 2 hours 25 minutes, an average of 25 miles an hour. The entire route of 698½ miles was covered in 29 hours 32 minutes, an average of 24 miles an hour.

#### WILL CONTROL RACING

At its annual convention at Cambridge, Md., last week, the Federation of American Motorcyclists resolved to assume the control of motorcycle racing after January 1, 1905, which has hitherto been in the hands of the National Cycling Association. It was also resolved to limit the weight of machines in all contests to 110 pounds to conform to the limit prevailing abroad.

The following officers for the ensuing year were elected:

President, R. G. Betts, New York; vice-president eastern district, Herbert L. Marsh, Hackensack, N. J.; vice-president southern district, H. A. French, Baltimore, Md.; vice-president Pacific district, L. H. Bill, San Francisco, Cal.; secretary, Henry J. Welman, Brooklyn, N. Y.; treasurer, G. B. Gibson, Westboro, Mass.

The convention was held last Friday and Saturday, after the contestants in the endurance run from New York had reached Cambridge through miles of hot sand. They were welcomed by scores of others, who had gone by train, and there were festivities of many sorts and races on the half-mile dirt trotting track both days. J. J. McNevin of New York won two of the races, a 5-mile handicap from the 250-yard mark in 7 minutes 38½ seconds, and a 3-mile handicap from the 25-yard mark in 4 minutes 38½ seconds. The best record for 1 mile on the track was made by Fred Hoyt of Springfield, 1 minute 31½ seconds.

The winner of the diamond medal for making the best score in points during the whole 6 days of contest has not been officially determined yet, the scores of George Holden and Fred Hoyt of Springfield, between whom the decision lies, being so close that an official canvas of each contest will be necessary.

#### NERVE SAVED A LIFE

Carl L. Amos, of Syracuse, N. Y., a well known automobilist and member of the Automobile Club of Syracuse, gave a splendid exhibition of nerve and presence of mind the other night. He was speeding his touring car down Geddes street when he saw a small boy directly in his path. The latter paid no attention to the blowing of the horn and seemed to be dazed and walked into the street directly in front of the big machine. Within a few feet of the youngster Amos set the brakes but soon saw that he could not stop before hitting the boy. He leaned out over the front of the machine, grabbed the youth by the coat collar just in time to pull him out of danger. Mr. Amos was cheered for his presence of mind by a large crowd which collected.

## ALEX FISCHER A SUICIDE

### New York Motor Car Dealer Ends His Life While Suffering from Incurable Affliction

New York, July 7—Alexander Fischer, well known as the importer of the Martini cars, shot and killed himself at his home in this city last night. The cause of his suicide was despondency arising from an incurable affliction in the form of neuralgia of the heart of several years' standing.

Mr. Fischer's rash and deplorable act was a great shock to his circle of friends. The cause was a surprise even to most of his intimates, few of whom knew of the existence of his affliction. Mr. Fischer was a quiet, reticent, modest, unassuming man, who discusses his affairs and troubles with none. One very close to him personally and in business asserts most positively that financial troubles were no part of the cause of suicide as he had been very successful in selling Martinis through his large clientele of wealthy clients and had many thousands of dollars in bank representing orders unfilled. Two weeks ago, says this friend, Mr. Fischer had a fainting spell, caused by his malady. With the fear of sudden death hanging over him constantly he was naturally despondent at times, which despondency his recent warning had increased. Those friends who knew of his affliction, were careful that he be not left alone much and did their best to keep him amused.

The nerve he showed in keeping to his business and conducting it so successfully despite his affliction is a marvel to the trade. His will provides for a continuation of his business. He was buried at Kensico cemetery on Saturday.

Mr. Fischer was a graduate of the Columbia School of Mines and was first prominent in the trade in connection with the Automobile Co. of America, maker of the Gasmobile cars. When he severed his connection with the Marion, N. J., concern he began the importation of foreign cars. Up to this season the Rocket-Schneider was his leader, though he dealt quite extensively in Mercedes cars. He was one of the largest importers of foreign cars in this country. His personal qualities of good fellowship, hospitality and generosity endeared him to his friends. Pursuing the policy of minding his own business and not attending to that of others he made no enemies in the trade who looked upon him as a fair and successful competitor. Much of his leisure time was spent in his unassuming little bungalow at Peekskill on the Hudson, whither he was glad to retreat with his intimates. He was a bachelor and leaves a sister.

### MARKING FOREIGN SHIPMENTS

Many American manufacturers and exporters are still under the impression that all manufactured goods shipped to the United Kingdom must be marked with the country of origin. As a matter of fact there never was any law or regulation to that effect at any time. The merchandise marks act of 1887 provided that goods bearing words or marks leading the purchaser to believe that they were of British origin should be stamped with the country of origin; but this regulation has been considerably modified, and the British commissioners of customs have stated that it is not essen-

tial that the name of the country or origin should be marked on such goods, and that the words "made abroad" or "foreign manufacture," or words of similar import, are sufficient. This ruling is, by implication, confirmed in a memorandum issued by the customs commissioners on January 28, 1898. In this it is stated that "foreign goods imported into the United Kingdom which do bear any marks whatever, either on the goods themselves or on the packages or wrapper containing them, are not required to bear any qualifying statement or indication such as 'made abroad,' 'made in Germany,' etc."

### POLICE AFTER PENNINGTON

At the request of the police department of Pittsburg, Pa., police officers of St. Louis, Mo., arrested E. J. Pennington last week. For many years Pennington was a leading character in the automobile and motor cycle trade and it is claimed that he invented the first motor bicycle in the world, which was seen in the streets of Cleveland in 1892. After many attempts to form a company for the manufacture of his motor bicycle he was finally able to interest several prominent capitalists in the enterprise and a company was formed, which cleared thousands of dollars within a short time. The patent right for England was sold for \$500,000 and then Pennington went to Europe, where he made a further small fortune by introducing other inventions, such as war automobiles, automobile fire engines, and special commercial cars. A few years ago he organized the Cleveland Motor Co., at a capital of \$500,000, which, however, soon went up. Of late not much was heard about him, but it is claimed that he went about under the name of John Howard and defrauded several Pittsburg business men, also the Passavant hospital of that city.

### FRENCH ACCIDENT FIGURES

A committee was named last year by the premier of France to make a report on accidents due to traffic. During 6 weeks a record was kept of every accident that happened in France and 3,155 was the total. Only 575 of these accidents occurred in the Seine department, which includes Paris, and as most of the cases happened in suburbs, the committee did not go into as much detail over these as it did concerning the remaining 2,580 cases, of which 1,325 were due to animal traction, 1,194 to mechanical traction, and 61 to pedestrians. Of the 1,194 traction accidents, 673 were occasioned by bicycles, 241 by automobiles, 149 by street cars and 131 by motor cycles. "It cannot be denied," said the official in his report, "that the application of the motor for traction purposes, has brought about a revolution. No revolution has been accomplished without causing damage and resulting in accidents. The use of the automobile has spread with prodigious rapidity. While there were 1,672 motor cars used for the transport of people in 1899, the number has increased to nearly 13,000 within 5 years, or an increase of 677 percent. According to official figures the number of automobiles used for conveying people was 1,672 in 1899, 2,997 in 1900, 5,386 in 1901, and 9,207 in 1902. During these 4 years the number of people killed and run over was 1,534 in 1899, 1,473 in 1900, 1,466 in 1901, and 1,352 in 1902. It will thus be noticed that with the increase in number of automobiles used there is a decrease in the number of serious accidents."

## NOW SELLS AUTOMOBILES

### A Big Syracuse Dry Goods House Breaks into the Trade—Syracuse Trade Changes

Syracuse, N. Y., July 11—Dey Bros & Co.'s house is the first dry goods store in this part of the state to put in a department of automobiles. George E. Bates, who has been with the concern for many years, is the manager of the department. Mr. Bates several years ago induced the company to put in bicycles and when this business was in its prime the sales were enormous. In an interview with a MOTOR AGE representative Saturday Mr. Bates said: "I have been trying for 2 or 3 years to get the firm to sell automobiles. We have had them in 7 weeks and have sold seven machines during that time. I believe we will do a large business. We are selling the Eldredge. We have put in but one style as yet, the runabout, which sells for \$750. It is probable that in another year we will go into touring cars also. It is the middle class that is buying automobiles of this type and I hope to work up a large trade among physicians and professional men who have enough money to afford a machine both for pleasure and business. Before long we will carry a full line of automobile supplies and sundries, which we can sell cheaper than anyone else, owing to the fact that it will not increase out expenses to handle them."

Negotiations have been going on for some time between the United Motor and Vehicle Co., of New York City, and the chamber of commerce at Fulton, N. Y., to get the company to locate its plant in that city. It is probable that nothing will come of the attempt, as no suitable building could be found. Options upon several available sites were secured and \$35,000 worth of bonds were floated.

R. M. Cornwell will open a branch garage at Auburn as soon as a suitable place can be secured. He has had a man stationed in Auburn for some time to do repair work. Auburn has a flourishing club and as it is a hustling city, Mr. Cornwell is confident that a large business can be worked up. Mr. Cornwell reports that he has sold more machines so far this year than during the entire season last year. His station in South Salina street is always the center of automobile activity and he gets a large business from tourists. The world's fair is the cause of many automobilists passing through here on their way from eastern cities to St. Louis. The roads in New York state up to this time have been muddy, but are in better shape at present.

The Central New York Garage Co. has suspended business and Richard E. Kolbe has opened an automobile livery and storage station at 346 South Warren street, where the old company was located. The Central New York Garage Co. was organized in February to deal in automobiles and motor boats. It took over the business of the Central City Automobile Co., which is now in the hands of a receiver.

### SWISS HOSTILE TO MOTORISTS

The president of the Italian Automobile Club has published a circular letter to all Italian automobile clubs, leading dealers and many prominent motorists denouncing the Swiss authorities and the inhabitants of the canton of Ticino who have shown themselves exceedingly hostile to motorists. Among other things

the circular contains the following paragraph: "Vexatious injuries and absolutely unjustifiable fines are the charms with which the Gothard district is plentifully provided. The absolute lack of respect by gendarmes and the brutality they show towards automobilists, and even towards women accompanying them, compel me to bring this matter to the attention of the public." As a result it is reported that Italian automobiles will start a boycott of Switzerland until such time as the people of the country have become more civilized.

#### BICYCLES AFTER AUTOMOBILES

Pittsburg, Pa., July 9—To carry out his crusade against fast automobile drivers, Superintendent of Police Wallace, of Pittsburg has selected squads of bicycle police to patrol the boulevards and the drives where automobiles are most frequent. These men are well trained and have made several notable arrests, as those apprehended were prominent business and professional men who were either carelessly or wilfully violating the speed ordinance of 8 miles an hour. Officers P. McGinty, J. W. Bennett and J. F. Toole look after the offenders in the Oakland district; to make them doubly sure of their work these men have measured off ½-mile stretches on some of the more important automobile thoroughfares and carry stop watches. They keep the measured places a secret. Their plan of campaign is this: When an automobile comes bowling along the streets at a speed which looks to be faster than the law allows the officers pedal along in the wake of the machine until one of the measured places is reached. Then they have recourse to the stop watches and by timing the automobile for a half-mile they know exactly at what speed it is traveling. Should the speed be beyond the limit they either overtake the chauffeur or, in failing to do this, secure the number of the machine and arrest the owner as soon as possible. The plan of the director is causing no end of amusement in the city and the boulevards are often crowded with automobiles and vehicles which are out to see the sport.

#### TOD SLOAN'S NEW CAR

New York, July 11—Tod Sloan, the crack jockey, has bought from B. M. Shanley, Jr., the 40-horsepower Decauville with which Henri Page scored the world's track record for 15 miles at the Empire City course last season. E. R. Partridge, vice-president of the Standard Automobile Co., negotiated the sale. This is the second world record-breaking car Sloan has owned, having bought from Henri Fournier the Mors he drove a mile over the Coney Island boulevard in 51½ seconds, establishing the first world's straightaway mile record. The famous jockey will pilot his new flyer at the Empire City and other track meets.

#### CHANCE IN AUSTRALIA

It is stated on good authority that motor cycles and automobiles generally are coming very much into fashion in Australia. An American firm making a popular style of small machine sent recently to Adelaide a shipment of thirty motor cars on sale. They were all sold in a very short time at a good price. These cars have quite a future in Australia. The Americans are showing great enterprise in this industry and their efforts are meeting with success. Not only has the firm above alluded to sent consignments of cars to Adelaide, but also the Melbourne, Sydney, and other large centers.

## CHALLENGER IS SHIPPED

### America's Representative in International Automobile Boat Race on Its Way Abroad

New York, July 13—The Challenger, the 150-horsepower motor boat which Smith & Mabley have built and entered for the Harmsworth cup contest in the Solent July 30, was shipped Saturday by the Minnehaha. She is expected to reach the course 8 days in advance of the contest, which will give A. D. Proctor Smith, who is to drive her, ample time for practice and tuning up. To enable her to be driven at top speed in the event of rough water two hoods, one of canvas and the other of aluminum, were shipped with her. The Vingt-et-Un, which Smith & Mabley also entered in the race, will be kept behind for racing in home waters.

The Challenger was given her official trial on Thursday on the East river in the presence of the motor boat committee of the A. C. A., which she is to represent.

At first information as to the time scored by the Challenger in her official trial was withheld, but in a letter to Smith & Mabley received later notifying them of the acceptance of the boat as the A. C. A. representative in the race, J. Herbert Carpenter gives the official figures. They make good the claim her builders have made that the Challenger was far faster than the Standard, whose record is 23.68 miles an hour, and also indicate a rate of speed better than the world's record held by the Richard-Brazier Trefle-a-Quatre.

In four trips over a 5¼-mile stretch on the East river between the North beach ferry dock and the Throgg's neck buoy, the Challenger covered 21 miles with the time of the turns deducted in 47.54. This is an average of 26.5 statute miles an hour.

The start was from the North beach and of the cruise. The successive times were: 11.53, 12.03, 12.11 and 11.45.

Chairman Carpenter in accepting the Smith & Mabley boat on behalf of the A. C. A. committee writes: "Referring to the preliminary trial of your motor boat, Challenger, held July 6, our committee is glad to inform you that her performance was eminently satisfactory to it, and believes she is well fitted to represent America in the British international cup race for motor boats, and that she will acquit herself with credit."

When the test was over some gasoline in the bottom of the boat caught fire. Clare Hamilton and S. R. Mabley jumped overboard and tried to upset her, but failed. The fire was finally extinguished with a hose. Two planks were burned, but were easily replaced before she was shipped.

In the power boat regatta of the Sewanhaka-Corinthian Yacht Club at Oyster bay Saturday the Vingt-et-Un made the fastest time of the five competitors, covering the 15 mile course in 48:05.

In her match race with the Vingt-et-Un, Hollander & Tangeman's Fiat II was fitted with the engine used in the automobile Claude Fogelin drove at the Readville meet. This has been taken out and restored to the motor car and in its place has been fitted the 60-horsepower engine originally imported for the boat. E. R. Hollander drove Fiat I, which has an unbeaten record, at the Eastern Yacht Club races at Marblehead today. The boat won

handily, covering the 18¼-mile course in 1 hour 45 minutes 36 seconds.

News comes from Boston that Herbert L. Bowdin's motor boat fitted with a Mercedes engine in a run of a knot and a quarter showed a speed of 24.7 miles an hour, which next to the Challenger's 26.5 miles average, is a world's record rate of going.

#### GOOD AND BAD FEATURES

A new speed ordinance was passed at a recent meeting of the city council of Pasadena, Cal., and as a result automobiles may now speed at 15 miles an hour instead of 8 miles, the former limit. While the change is heartily approved by local automobilists there is also much disappointment on account of many stipulations, which, if enforced will cause a great deal of annoyance. It was also voted that it is unlawful to throw on the streets nails, tacks, crockery, scrap iron, tin, wire, bottles, glass, thorns or thorny clippings from trees or bushes, or anything liable to puncture the tire of any kind of vehicle. All motor cars must be provided with a horn or bell, and a white lamp in front and a red lamp in the rear. At street corners and crossings automobiles must slow to 6 miles an hour, while street cars must slack the speed to 4 miles an hour. Punishment for violating the regulations will be a fine not to exceed \$100 or imprisonment in the city jail not to exceed 50 days.

#### FOUND A TAKER

Milwaukee, Wis., July 10—President Whitney of the electric lighting company of St. Cloud, Wis., is partly to be credited with the sale of the first automobile to be owned in that city, according to Kenneth W. Brewer, northwestern agent for the Pope-Waverly machines. "Mr. Whitney made the proposition of furnishing electricity free for 1 year to the first person buying an automobile in St. Cloud," said Mr. Brewer, who was in Milwaukee this week for several days. "He is president of the electric lighting company and was interested in seeing the little city forge ahead and take its place with other cities of the same size in the matter of automobiles. It took just 2 hours for me to arrange to take him up on his proposition. John Leiser, of St. Cloud, was the purchaser. I sold him a Pope-Waverly runabout. He will have a comparatively easy time, as he will not have to worry about his power for a year."

#### PLENTY OF ENTRIES

New York, July 12—Entries to next Saturday's meet at the Empire City track closed to-day, with over thirty nominations to the four open events. Among the prominent entries are: Alfred Gwynne Vanderbilt, Mercedes; Hollander & Tangeman, Fiat; W. F. Winchester, Franklin; A. E. Morrison, Peerless; H. E. Rogers, Peerless; W. Gould Brokaw, Renault, and Walter Christie, Christie. A dozen more will be added before the program goes to press. A special race for Franklins has been put on.

#### ALL ABOUT A DOG

An interesting test case is soon to be tried in a Syracuse court. Grace L. Maurer brought suit against a Syracuse automobilist to collect \$100 for the alleged killing of her pet dog on the South Geddes street hill. It is claimed that the machine was running at excessive speed, that no bell or whistle was sounded and that no registry number was displayed.



## STORIES OF TOURING

President W. H. Hotchkiss of the Automobile Club of Buffalo, N. Y., is an enthusiastic motorist and likes to make long tours at a leisurely gait. Recently he completed a 1,500-mile journey and when asked to express his opinion about motoring, made the following remarks: "I am an enthusiast over touring and the experiences on my trip prove to me that touring is the best way to enjoy motoring. I believe also that the popularity of the motor car will depend in the long run upon the use made of it for traveling instead of for racing.

"There is much more satisfaction in traveling over the country in a leisurely way and reaching your destination in spite of adverse conditions at the time you have set than there is in the little bursts of speed which many drivers still consider to be the only way to enjoy themselves. While I was away I kept my own pace and let even little runabouts go by me if they wished; but frequently after being passed on the road by some little machine I would find the same car at the side of the road a few miles farther on being repaired after some accident, which could have been avoided if the driver had run at a more reasonable speed. That happened time and again, and it convinced me more and more that a rational rate of speed is more to be preferred than this scorching which brings damage to the car and possible dangers to other users of the roads.

"Fifteen miles an hour or less was the speed at which we traveled most of the time in the open country. We did not cause a runaway during our whole trip of 16 days. We reached our intended destination every day excepting one, on which it rained severely, and were not exhausted at the end of any day's run. We enjoyed the beauties of the landscape much more thoroughly than would have been possible had we been out for speed records.

"It seems to me certain that as motorists become more familiar with the touring game they will abandon this pot-hunting practice of dashing about the country from town to town and swapping big stories of their speed, for touring is the real test of the usefulness of the motor car."

### TOURED AND DINED

The first regularly announced run of the re-organized Automobile Club of Hartford was held on Saturday last to Middletown, dinner being served at the Chaffee house. Fifteen cars and forty occupants took part. There undoubtedly would have been a larger number but for the fact that the run was gotten up on short notice and many members of the club had made other plans for the day. The run was go as you please fashion, and rendezvous at Middletown, 19 miles, at 6 in the evening. The route selected was by the river road, a fine piece of state highway with a number of steep grades coming and going. The best time for the run was 36 minutes down and 37 returning, made by Kingsley in his four-cylinder Locomobile. The other cars made time within a couple of minutes of this and the slowest cars reached Middletown in 40 minutes of running time. The record for the run is 27½ minutes, held by L. D. Fiske on a Panhard and Holcomb on a Columbia. The

Chaffee house, where the dinner was served, is one of Connecticut's institutions. The bar-room is a great spacious hall adorned with an enormous fireplace of field stone, across the face of which is thrown, "As we journey through life let us live by the way." The walls are adorned with a fine collection of old prints, deer, moose and elk heads, and the pride of the house is the collection of old lanterns. The next run which the club is to take will be to Savin rock out of New Haven and it is likely that the whole membership of the club will participate in the run, so great was the delight of the Middletown run. The go as you please fashion was voted far better than the old procession, there being no hot pace necessary to follow, or a slow one maintained to make motors hot and participants exasperated.

### TRAVELED ROUGH ROADS

A 6 days' automobile trip through Utah was completed during the first week of this month by Mr. and Mrs. O. J. Stilwell, of Ogden, Utah, on an Oldsmobile. Although it was not a continuous ride, the journey is considered the longest in which a lady was one of the party. The different stages of the trip were as follows: From Ogden to Echo, 50 miles; Echo to Evanston, 40 miles; Evanston to Fishhaven, 70 miles; Fishhaven to Soda Springs 51 miles; Soda Springs to Logan, 85 miles; Logan to Ogden, 60 miles; all told, 356 miles. The appearance of the car in Evanston created a sensation, only one automobile having passed through the little village. The roads between Soda Springs and Logan were found the roughest, and during several stretches the machine could not be driven in the regular wagon track on account of the high center and deep ruts. This part of the journey was so uncomfortable that Mrs. Stilwell walked part of the way, not being able to stand the rough going.

### ALONG SHEEP PATHS

An interesting trip was recently made by William F. Plant, of Mount Washington, N. H., in a Packard touring car. With a companion he went from Boston to Bethlehem, N. H., in 14 hours 30 minutes, elapsed time, and 12 hours of actual running. The distance between the two localities is 230 miles.

Through Massachusetts and during the early part of the ride in New Hampshire, the roads dropped in quality from excellent to good, from good to fair, and through various grades to nothing but what is in those parts called 'sheep paths.' Many delays were caused by the difficulty in passing teams and the fact that in every case these teams, being unused to motor cars, were difficult to manage. In many cases it was necessary to back-up to a cross road for a more convenient place to allow these teams to pass.

The car had never been run before except for the testing which the cars receive at the factory, and a brief tuning before being started, yet the average of over 19 miles an hour was made. Thirteen gallons of gasoline were consumed, or an average of more than 17½ miles per gallon of fuel.

Mr. Plant, although familiar with the country, expected that the trip would take about 2 days. He said there were at least 50 miles of very rough roads and 6 miles of ascent and

descent on Profile mountain, beside a number of steep roads. Some of the grades were so difficult that the brakes became hot enough to blister the paint on the brake drums and so it became necessary to stop and use cold water to cool them off. It is claimed that during the trip the low gear was used only twice, and this on account of frightened teams.

### MET QUEER PEOPLE

A party of five automobile enthusiasts made a century run from Salt Lake City, Utah, to Provo, Utah, and return in a Winton touring car driven by George Lewis. During the run there were several narrow escapes from accidents, as well as some funny incidents. Near American Fork a farmer, his wife and their seven children were picking berries. The motorists stopped and the driver and another from the party started towards the group of busy pickers. They heard him approach, and, as he wore goggles, they were so frightened they ran back to the farm house screaming. The party had to continue the trip without berries. At another place along the road an elderly woman was met driving a horse which became frightened. The motor car, which was right behind, managed to pass and stop, enabling the men to get out and hold the horse. Soon after this incident, a stretch about 6 miles long was found and here the car was driven at full speed. The average for the entire run was 23 miles an hour, and on the return trip they went from Provo to Salt Lake City in 2 hours, actual running time.

### PROMINENT DRIVERS ENTERED

The organization of the St. Louis tour is now being completed by the touring committee. The sections will be in charge of the various chairmen of local committees. Mr. Glidden will captain the New England division, Mr. Smith will be in charge across New York state, Mr. Waite from Buffalo to South Bend, Mr. Mudd for the balance of the main line. On the national highway Scott, Monypeny, Varney and others will be in charge. At St. Louis the local committee and the automobile club will take charge. In addition to these section managers, Mr. Post and Mr. Gillette will travel with the main line division and will exercise general control over the tour on the road. A. B. Tucker has been designated as representative of the touring committee in advance. He will travel by railroad, arriving at each night's stop in advance of the tour and will have authority at all points to complete hotel and garage arrangements. Each car in the tour will carry two official numbers, 12 by 18 inches in size. No pennants or other decorations will be furnished, but no restrictions have been placed on the tourists if they desire to decorate their cars at St. Louis or any other point.

But two more bulletins of the committee will be issued, on July 15 and 22. Entrants will receive their road cards, with running directions together with suitable cases for their protection on or about July 20. Entry numbers will be sent on this date or earlier. Each entrant will also receive detailed instructions regarding all stops, luncheon places, and all arrangements for the tour shortly before they start.

Along the Chicago-St. Louis route, there are evidences that the tour will be the occasion of festivities and that Bloomington, Springfield and other points will vie with each other in their efforts to make the tourist welcome.

Local road officials are working to put their sections of the road in shape and automobile clubs and social bodies of all kinds are making ready to provide welcome and hospitality.

Following is a list of those who have sent formal entries for the tour: H. W. Whipple, John Farson, C. H. Gillette, W. T. White, Elliott C. Lee, A. R. Pardington, Dr. Julian A. Chase, Dr. W. E. Milbank, August Post, Frank X. Mudd, W. C. Temple, R. P. Scott, Charles J. Glidden, William Monypeny, Jr.; H. W. Smith, George S. Waite, James L. Breese, H. Frederick Lesh, Thomas B. Jeffery, A. J. Wills, Haynes-Apperson Co., Hart D. Newman, Sam Stone, Jr.; Royal R. Sheldon, Dr. W. E. Rolfe, Paul H. Deming, George H. Lowe, Ray D. Lillibridge, Cecil P. Wilson, A. P. Pendleton, W. E. Metzger, F. N. Manross, E. H. Wallace and Charles R. Greuter.

The governors of the Automobile Club of Buffalo met last week to consider plans for entertaining the tourists on their arrival there July 30. It was apparent, however, that no detailed plans could be made until the club should have more definite information regarding the party which is to come. All that could be done was to determine to entertain the visitors in the way which seemed most suitable under the conditions. If the visiting party is composed of men and women, as seems likely, it is probable that an open house will be kept at the rooms of the Automobile Club of Buffalo during Saturday evening and that various local drivers will entertain the visitors on Sunday with trips to Niagara Falls. If the touring party consists of men only, the event at the clubhouse may take the form of a smoker. The runs to the falls will be taken in either event.

Interest in the St. Louis tour is spreading rapidly in Joliet, Ill., and the neighboring country, according to advice received a few days ago. Quite a number of local motorists expect to enter for the tour and the Joliet Automobile & Garage Co., which is the local representative of the A. A. A., is making preparations to furnish all the supplies that may be needed and without delay to the tourists.

### ON STRANGE HIGHWAYS

East Orange, N. J., July 9—James B. Dill is off on another long tour through the wilds of Maine to his camp at the Rangeley lakes. Incidentally he will attempt to follow the route from the Maine border to Quebec taken by Benedict Arnold in his attack on the Canadian city, which has never been traversed by an automobile. Mr. Dill was accompanied by his daughter, Miss Emma Dill, and by John M. Schmidt, who made the journey with him last summer through the White mountains. Winthrop E. Scarritt, president of the Automobile Club of America, also started with the party in one of his cars and will go a considerable part of the journey with them.

A second car followed carrying the servants, luggage, camping outfit and rifles.

No automobile has ever traveled through this country, and, as there are no hotels en route the party will rough it in the open. Tents were taken along and fresh provisions will be provided by the use of the rifles which the men carry. To provide against "doctored" gasoline Mr. Dill shipped quantities of fuel ahead to various railroad centers.

The itinerary includes Nyaack, Tarrytown, Poughkeepsie, Hudson, Albany, Saratoga, Lake George, Lake Champlain, across to Vermont, crossing the Canadian border at Rouse's point, thence to Montreal and along the west

bank of the St. Lawrence to Quebec and thence through the woods to Maine. It is expected that the United States border will be reached at the Sandy bay plantation. From here two ranges of mountains will be crossed to Morse river plantation, and from there the road will run to Rangeley. The return trip, in September, will be made by a more traveled route.

### LONG AND DIFFICULT TOUR

Max Martini, Captain Dasey, George Prade of l'Auto, from Paris, and a correspondent of the London Morning Post, started on a 3,000 kilometers—1,875 miles—journey through the Swiss, Italian and French Alps during the latter part of June. The trip, which is being made on a 16-horsepower Martini car, was to take about 12 days and is considered a most difficult attempt. During the 4 first days of the run, which were made almost entirely on Swiss territory, grades of from 12 to 18 per cent were met repeatedly, while many localities were passed which were from 5,000 to 9,000 feet above the sea level. Not an accident, either to the machine or tires, happened during the first 96 hours.

### CALIFORNIANS GREAT TOURISTS

San Francisco society people have gone mad over automobiling. Nearly every family now owns a car. Many make trips to the country from Friday until Monday, and Monterey is a favorite place to which the society people make runs. They generally go by way of San Jose and stop over at Del Monte and Hotel Vendome. The road is in fine condition and well taken care off, so that motoring is indeed enjoyable. Among those who are most enthusiastic automobilists and who can often be met on the roads are Samuel Buckbees, Walter Hobart, Harry Simpkins, Harry Stetson, Gerald Rathborne, Al Kittle, John D. Spreckles, Misses Grace and Lillian Spreckles, William McLean, William Carson, Mr. and Mrs. Peter Bowles, Mr. and Mrs. Henry Bothin, Miss Grace Spieker, Mr. and Mrs. Charles Stoval, Albert Sutton and Douglas Watson. Motorists are not much in favor of trips through Lake and Sonoma counties on account of the various ordinances and also because the roads to the springs are not of easy access to automobiles. The record between Oakland and San Jose, by way of Niles, was broken last week when W. T. Robertson of this city made the run in 1 hour 30 minutes. This distance is 48 miles and the time was considered good. Robertson was so enthusiastic about the record that he also attempted the record on the return trip and made the run in 1 hour 35 minutes.

### DOWN THROUGH MISSOURI

A party of six motorists of Kansas City, Mo., started for St. Louis a few days ago in three automobiles. The first stage of the route was to Sedalia, 105 miles. When well out from Kansas City the party was met by E. P. Moriarity and C. W. Fletcher. Many teams were met and it was frequently necessary to stop and allow horses to be led by. One farmer who had his family in a buggy and saw the motorists coming unhitched his team and led the horses from the road. The roads were rough during almost the entire trip and tire troubles were experienced. All the reserve tires were used and it was necessary to telegraph to St. Louis for a supply to be sent to a village where the motorists expected to be

a few days later. Crowds of country people surrounded the cars wherever they made a stop.

### GOT GASOLINE

Mr. and Mrs. H. A. Johnson, Miss Marcia Cole and Charles R. Rose, of Springfield, Ill., started for a trip to Jacksonville, Ill., a few days ago. Everything went well with the Cadillac they were driving until about midday, when lack of gasoline stopped the car. After a long delay, during which time all were trying to figure out how it would be possible to get the car going, someone yelled: "I've got it. Use the kerosene in the lamps." And they did, arriving in Springfield at 3 o'clock in the morning.

### ONLY TIRE TROUBLES

A. D. McLachlan, treasurer of the Royal Motor Car Co., of Cleveland, O., recently made a very enjoyable trip to Toronto, Canada, and return to Cleveland on a two-cylinder Royal touring car, completing the journey of 675 miles without trouble to the machine, but having a number of punctures. There were four other people in the car during the trip and all seemed to agree that some of the roads passed over could hardly be duplicated in darkest Africa or even through mountainous Switzerland.

### BAD IN KENTUCKY

E. E. Sweeney, who has charge of the White agency at Nashville, Tenn., is now in French Lick, Ind., where he went in his White car. He stated, what every owner who has done any touring has found out, that the roads he tried were good in Tennessee and bad in other states. Through Kentucky, Mr. Sweeney found some of the worst roads he had ever encountered and he advises all automobile owners who are out for pleasure to keep away from Kentucky.

### GOING TO ST. LOUIS

Mr. and Mrs. G. E. Smith and Mr. and Mrs. A. J. Smith, of Wauwatosa, Wis., passed through Chicago last Tuesday en route to the world's fair at St. Louis, Mo. They are making the trip on a Knox and expect to reach the fair grounds 4 days after having left home. "We are not making a speed run," said G. E. Smith, "just a pleasure excursion. We left Milwaukee Monday morning and excepting a few miles of bad roads, the run was very enjoyable."

### TOURING IN THE WEST

Mr. and Mrs. S. W. Nichol and their 2 children left Columbus, O., a week ago last Monday in a steam car on a 2,500 miles trip. They will journey to Salt Lake City, Utah, by way of Indianapolis, Ind.; Des Moines, Ia.; Cheyenne, Wyo.; Denver, Colorado, Springs and Pueblo, Colo. On the return trip they will visit Fort Dodge and Topeka, Kas.; Kansas City and St. Louis, Mo. They expect to be touring 2 months.

### OUT FOR RECORD

Charles E. Bonday, of Baltimore, Md., passed through Indianapolis, Ind., last week on his way to St. Louis, Mo., and Colorado Springs, Colo. He started for a record trip from New York on a Winton touring car and expects to complete the entire trip within 3 weeks, including a week's stay in St. Louis. The first part of the journey was successfully negotiated, but the recent heavy rains in Kansas made going there bad.

# THE READERS' CLEARING HOUSE

## CLEANING OUT MOTOR

Boston—Editor MOTOR AGE—In one of your recent issues it was suggested, under a title of "Suggestions for Motorists," that kerosene be injected into the engine and same turned over several times to clear it of gummy oil. Should the kerosene be put in so that it comes into contact with the valves in the combustion chamber? My engine is a very high speed one. Should I unscrew the spark plug, inject a tablespoonful or so into the combustion chamber, and then turn the engine over several times? It would seem to me that this procedure would coat the entire engine with a layer of kerosene oil, which, when the engine heated, would burn. Of course most of the products of combustion would come out of the muffler, but it seems to me that there would also be a residue of carbon left, which would leave the engine in a worse condition than when it was gummy. I should like to have your opinion on this matter, as I am ignorant when it comes to matters pertaining to automobiles.—EARLE L. OVINGTON.

The best way to use kerosene is, as suggested, through the spark plug hole. The object is to get the kerosene into direct contact with the engine parts, to cut the gum and carbon. In turning over the motor the kerosene is distributed through the cylinder and it, with the deposit, passes out of the exhaust valve. It will leave a film of kerosene which eventually burns, leaving a clean surface. This process is not experimental in any way, and is in common use in Europe. The European manufacturers include instructions on this point to the purchasers of their cars.

## COIL INSULATION

Nashville Tenn.—Editor MOTOR AGE—Will you give a formula for making an insulating material for use in spark coils; something that would resist heat to the greatest extent? We have a great deal of trouble with the insulating material melting out of spark coils and thus forming a short circuit. It seems that the majority of makers of automobiles put the coils where they will get the most heat.—DUNCAN R. DORRIS.

The wax insulator that melts and runs out is a resin composition. This must melt at a fairly low temperature so that it will run freely without being hot enough to burn the wire insulation. This wax is melted and run into the coil after it is completely assembled. The only cure is to keep the coil from heat as the manufacturers use the best composition possible.

Undoubtedly, if inquiry is made of any of the makers of standard coils, whose addresses may be found in the advertising columns, they will supply you with a quantity of the insulating material used by them.

## LUBRICATING OIL

Chicago—Editor MOTOR AGE—Burned oil will not lubricate. How is it that a 500-degree test oil will lubricate an engine cylinder when the firing temperature exceeds this?—D. T. M.

The temperature at the time of ignition varies from 2,000 degrees Fahrenheit to 3,000 degrees

Fahrenheit. Certainly oil heated could not stand this temperature without burning. The conditions in the cylinder are somewhat different, however. The average cylinder temperature is that of the jacket water and is from 160 degrees Fahrenheit to 200 degrees Fahrenheit. The intense heat at the time of ignition is rapidly reduced by its conversion into work. This is the reason the oil does not carbonize. To illustrate—a soldered kettle remains tight when heated while it contains water, but the solder will melt under the same degree of heat unless there is water to conduct the heat away. In the engine the heat is rapidly carried away by conversion into kinetic energy. It is advisable to use a high fire test oil, but generally these oils of particularly high test are "doped" in compounding so that their lubricating quality is sacrificed for fire test, where both are essential in the oil. A laboratory test consisting of the flash test, viscosity test and torque test would have to be made to determine an oil's qualities.

## APPLYING VIBRATOR COIL

Janesville, Wis.—Editor MOTOR AGE—What changes, if any, in the ignition system will be necessary to replace my non-vibrator with a vibrator coil?—H. P. W.

In the first place it will be necessary to arrange a larger contact in the circuit breaker. As usually designed these breakers do not allow much of an angular lapse between the time of closing the current and the rapid break. This break on a non-vibrator coil must be rapid or the "inertia" of the secondary will not be sufficient to jump the arc in the plug. In this case, also, the single spark does not occur until the current is broken, while, with a vibrator coil, the secondary arc continues during the circuit breaker contact. From this one can see that by replacing the coil with the vibrator type that the spark would occur earlier in the stroke and possibly prevent starting. All that is necessary is to vary the rod lengths operating the breaker so that the spark is retarded—angularly—the amount of contact in the first non-vibrator coil breaker.

## ILLINOIS STATE LAW

La Harpe, Ill.—Editor MOTOR AGE—I have a suit brought for damages caused by a runaway horse which was frightened, supposedly, by my automobile. The horse was tied at a public park fence when I passed along the road. As soon as I noticed that he was frightened I stopped my machine, but the horse broke loose and ran into a picket fence and was considerably bruised and cut. The accident happened some time last September and the horse has since gone blind. The owner now brings suit for damages. Please give me your opinion on the case. Where can I get the state law in regard to the rights of automobilists?—ROBERT B. WILLIAMS.

Liability in this case depends largely upon circumstances. If it can be shown that the car was stopped promptly upon the display of uneasiness by the horse, there should be no

liability. The state automobile law may be obtained from the secretary of state, at Springfield.

Saybrook, Ill.—Editor MOTOR AGE—Does the law of Illinois require that a man shall stop his engine as well as the automobile on approaching frightened horses, or is the stopping of the machine until they may pass all that is required by law? Where can a copy of the law be secured? In case a horse balks and will not pass after I have stopped, and the driver gets out and holds the horse until I can pass, and the horse afterward becomes unmanageable and inflicts damage of any kind, can I in any way be held responsible?—J. M. ANDERSON.

It is required by the Illinois state law that the automobilist come to a full stop when passing a horse that shows uneasiness. It does not state definitely, however, that the motor must be stopped, the intent seeming to be that only the car need be stopped. A copy of the full law may be obtained of the secretary of state. After an automobile has stopped and waited until after a horse has passed, and the driver thereof allows the automobilist to proceed, the latter could not very well be held liable for any subsequent accident.

## "AUTOMATIC" CARBURETERS

Detroit, Mich.—Editor MOTOR AGE—What is the meaning of the term "automatic carburation" and how is this attained?—A. W. C.

Automatic carburation is applied to the uniform results attained by a device for mixing or vaporizing gasoline in air. Ordinarily carbureters and vaporizers have been of several types. Motors working under constant speed do not require the carbureter elasticity of an automobile motor. Stationary and marine motors are under this first head. With them the proposition is only one of regulating the gasoline flow for practically all conditions. Most of these vaporizers have a needle valve connection to a baffle valve, which opens on the motor suction stroke. In many the gasoline enters at the valve seat, thus obviating the additional valve. When the additional gasoline valve is used it is not integral with the baffle valve, but connected to it by a light spring so as to adjust automatically to seat at the same time. Until the last 18 months the float feed carbureters were made with an adjustment of the gasoline feed to the aspirating nozzle, a throttle valve between the motor and the carbureter, and two or three other openings that were manually operated to admit hot or cold air at various points in the admission line. By "juggling" these valves the motor could be made to develop all that could be expected of it, but the making of these adjustments required considerable experience, because, first, the inertia of the gasoline in motion has a tendency to flood at high speeds; second, the passage of air in a tube induces a current in one concentric with it and included by it, and this induction is not directly proportional to the motor speed. These results being noted it was theoretically determined that the effective carbureter should maintain a constant vacuum over the aspirating nozzle. A four-cylinder motor is drawing through the single carbureter at all times. Carburation changes as the speed increases and more air must be admitted. If not the gas will be rarified or expanded, which means that upon condensing to its original volume there will be an excess of gasoline, this rarification having acted upon the aspirating nozzle and drawn through gasoline which has

retained its volume. To maintain the constant vacuum these carbureters are fitted with an inlet pipe containing two openings, one which allows but a small quantity of air to pass the aspirator, and another a variable quantity, depending upon the motor speed. The latter is simply a valve or diaphragm closed by a spring that allows additional air to enter when the vacuum overcomes the spring pressure. The higher the speed the greater the vacuum, and therefore the more this valve lifts to admit air to maintain this constant.

#### EXPLOSIVE MIXTURE

Detroit, Mich.—Editor MOTOR AGE—What percentage, by volume, of gasoline and air make an explosive mixture? After vaporization what will be the percentage by volume? V. G. A.

The proportion of gasoline and air by volume for a correct explosive mixture varies from one part gasoline to 8,000 parts of air to one part gasoline to 10,000 parts of air. This means that the percentage of gasoline vapor to air is about 2.15 per cent under average conditions. Authorities differ upon the exact proportions, but with illuminating gas results have shown the average to be from one part gas to nine to thirteen parts of air.

#### FILLING SINGLE-TUBE TIRES

Terre Haute, Ind.—Editor MOTOR AGE—Is it worth the cost to fill single-tube automobile tires with "Rubberine" or similar material? Is it necessary to take the tires off the wheels to do this? What should it cost to fill four tires 34 by 2½ inches?—ANDY GILMORE.

Many operators are using tire fluids with a great deal of success, although its use will have a tendency to make the tire "dead." With proper facilities the tire will not have to be removed to inject the fluid. There are any number of garages where this work can be done, so MOTOR AGE does not feel justified in recommending any particular one. The Buffalo Specialty Mfg. Co., Buffalo, N. Y., will be able to give information regarding a "Neverleak" fluid which can be injected by any one.

#### STRONG BELIEVER IN STEAM

Gouverneur, N. Y.—Editor MOTOR AGE—The battle royal between steam and gasoline motors is still to be fought. Just now the latter seems to be in the ascendant, but the victory is not complete and the advantage gained is but temporary. There can be no question about the economy of burning whatever fuel is employed at the nearest practicable point to the ultimate conversion and utilization of the power produced, and the gasoline cylinder fulfills this condition with tolerable excellence, while the steam boiler from necessity locates the burning fuel at some distance from the application of its force. The heat from it must traverse the boiler and its contents, the cylinder and its piped connections and, in effect, the connecting-rod, crank-shaft, transmission gear

and finally, the driving wheels. If the fuel is burned in the cylinder it has but half this journey and suffers but partial loss of heat incident thereto. A steam boiler can never equal the explosive motor in economy of fuel.

But there are other matters to think of. Take a sledge hammer and strain your biceps in striking the famous rocking-stone of Land's End, and its 90 tons will stand as solidly as if you had not imparted a considerable fraction of a horsepower to it. No motion results because the force of impact is lost in the immensity of the resistance. Something akin to this must occur in every explosive motor. If a balance wheel, piston, crank and connecting rod weigh a ton, no motion will result from exploding a charge in the cylinder. It is only because the weight of these moving parts is less than a ton, say, that motion results so that power is obtained. Jumping over all fine-spun calculations, it is evident that much of the force of explosion is lost in the inertia of the parts mentioned. Gasoline vapor is too quick—too previous, the colored orator would call it—to submit to giving up all the work it possesses. Were it dynamite, therefore a dozen times quicker, it would simply blow the cylinder to atoms and create no power whatever. With steam all this is changed. A throttle-valve determines the cylinder pressure to a nicety and gives the steam time to get in its work. A twist of the wrist changes the speed without differential gearing and its hundred pounds of rattling, grinding cog-work. The working parts may be light in weight for they are subject to no explosive strains. There are no sledge-hammer blows and therefore no balance wheel of massive build and doubly-keyed connection is necessary to smooth out the successive shocks into rotative uniformity. There is a delightful evenness in well-balanced steam machinery that is a joy to one born with mechanical spirit. It never kicks back, never refuses to respond when called on and the gauge always shows the volume of power at command. The gasoline motor, like the inscrutable mule, balks without even a premonitory wag of an ear.

Thus much for the "transmitter" part of the steam engine. The dream ends when we weigh the boiler and estimate the loss of distance encountered in carrying it about. We lose the charm when contemplating the fuel waste involved in a skin of scale measurable only by hundredths of an inch and the impossibility of ever removing it without removing the boiler as an entity at the same time. And there is such an uncanny destruction of valves and packing with steam at 300 and superheated pretty well up toward the melting point of lead!

Happily there is relief from much of this. The flash boiler is the herald of lighter weight, quicker pressures, and utter safety from ex-

plosion if the latter cuts any figure in the serenity of the driver. It seems entirely within the range of good mechanics to make this boiler substantially automatic when once fed with fuel and its tank watered up to the brim. When that glad day comes the gasoline motor will silently fold its tent and take the trail that leads to the limitless junk-shop of the Has Beens.

The writer, though only an old mechanic, with 40 years of country machine-shop practice behind him, is yet an amateur in the automobile world and even that in scarcely more than a speculative sense. But he thinks he sees in the coming and nearby future, that a barrelful of steam and hot water is one of the things long endured, but, like Jonah's nautical experience, is not necessary to the creed. A copper tube of small diameter but longer than the moral law, coiled and convoluted so as to go handily under the seat of the chauffeur, seems to him to be the foundation of all the steam-making paraphernalia the coming automobilist will ask for. Nor does he speak from the knoll of self-interest but rather from the hill of anticipation. The field for improvement is still wide—the promise for success is enticing. Nobody with a bushel of mechanical sense supplemented with some patent-office adventure would undertake to improve a double wagon, for instance, for it like the City of St. Augustine was finished a century ago. But the automobile is still in swaddling clothes and crying lustily for growth and a wider usefulness.—J. S. CORBIN.

#### TWO-CYCLE MOTOR

Allegheny, Pa.—Editor MOTOR AGE—What horsepower should a two-cycle motor of good design develop at 1,000 revolutions per minute, the bore and stroke being 2½ by 2½ inches? Can such a motor be air-cooled at that speed? If so, what should be the thickness of cylinder walls and the width and thickness of the cooling flanges?—F. W. HESS.

A two-cycle motor of 2½-inch bore and stroke will develop 1½ horsepower at 1,000 revolutions per minute. A cylinder this size will cool very well without water. Have horizontal fins cast on the cylinder, extending from it 1½ inches. Place them 7-16-inch apart. Where they meet the cylinder they should be 3-16-inch thick, tapering to 1-16-inch at the outside. The thickness of the cylinder wall should be 7-16-inch when bored.

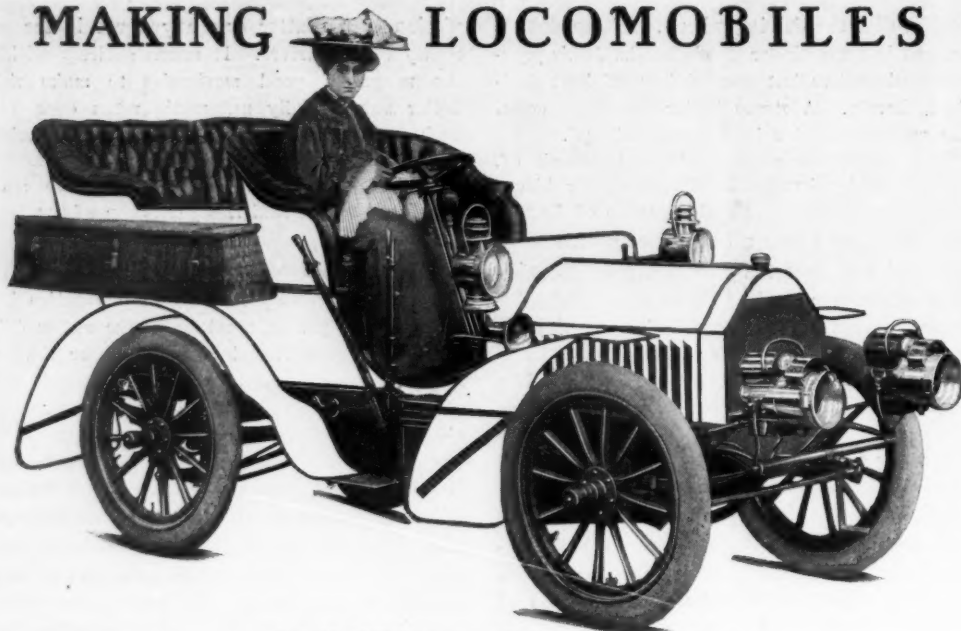
#### HEAT-PROOF PAINT

In reply to several queries for a cylinder and exhaust pipe paint the following formula is given:

Mix thoroughly 2 pounds of black oxide of manganese, 3 pounds of graphite and 9 pounds terra alba. Add to this a compound of ten parts sodium silicate, one part of glucose and four parts of water until of the proper consistency to apply with a brush.



# MAKING LOCOMOBILES



THE 16-22-HORSEPOWER GASOLINE LOCOMOBILE

**Q**UALITY is the word with which the Locomobile Co. claims to successfully conjure. In its factory in Bridgeport, Conn., the company has gradually transformed its product from a complete association with steam vehicles, and in the production of gasoline cars it has struck out for a position among the high grade builders of this class of automobiles.

A visitor to the factory is impressed with many things—the thoroughness with which every operation is done, the make-up of the shop hands, the atmosphere of cleanliness, the application of everybody and the spirit of organization. Excellence of machine products is identified with but few New England cities. Bridgeport has always enjoyed a reputation for high order products. It is the experience of European industrial centers that high grade work progressed for years makes a high standard of artisan. In this country ambition to carry a workman to high mechanical skill brings with it further ambition, which, coupled with a wealth of opportunities, makes foremen and superintendents. Thus there is a scarcity in America of high standard ability mechanics. The Locomobile Co., however, is particularly fortunate favored in the high character of its matured workmen as the several floors of busy people show.

Economies are worked—even oil salvage is interesting—care is exercised in the handling of finished parts, while the arrangement of the manufacture is such that parts come in continuity of operations, thus saving materially in the shop expense and factory transportation.

While the natural opportunities of site are important the advantage that has been taken of them is more commendable. Isolated on an arm of the bay is the power house, with 12 feet of tide water. Coal is handled with a conveyor and landed on the furnace floor without handling. Here is located a 500-horsepower tandem compound, by belt driving a huge dynamo. Another 250-horsepower generator is directly connected, while a smaller generator is employed as auxiliary. Light and power emanate from here and through a concrete conduit are conveyed, without danger of electrolysis or elemental hazards, to the several buildings. This building has a pressed brick flooring and side walls of white enamel faced brick.

The blacksmith and forge shop directly on the water is another detached building. Drop hammers in long rows with oil burning furnaces close at hand are ranged the length of the shop, and it is here that the forgings issue. A sand blast apartment follows, which is finely equipped for this work. A case hard-

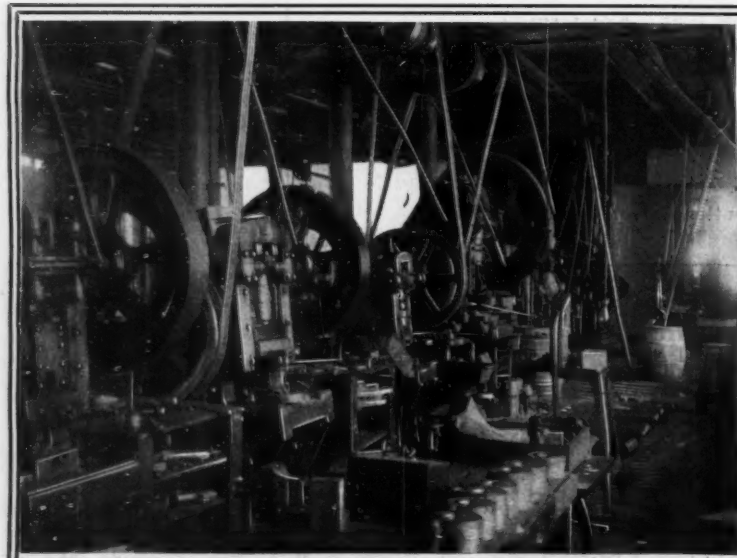
ening plant is also located in this building. There is no element of guess work in this operation. The proper gauge of heat is known to a certainty; care is taken that the temperature corresponds to that particular degree. Little things like heads on bolts and nuts are as carefully hardened to resist the abuse of poorly handled adjusting wrenches as though they bore the severest strains.

The third detached building is the garage wherein are quartered test and factory demonstrating cars, delivery vehicles and motor cars of officials. With plenty of side and roof lights, cement floor, iron roof and wide doors at each end this building realizes every demand made upon it.

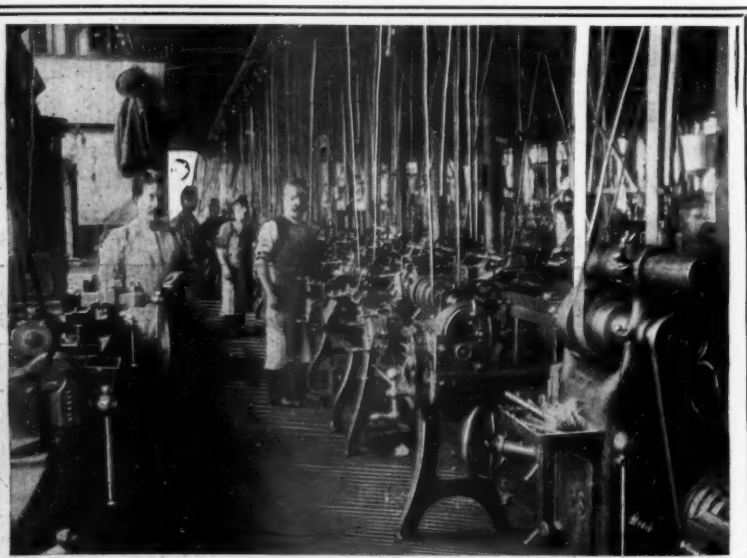
The main building is in the form of an L, with the longest facade facing the harbor and park directly and with tidewater close at hand on all sides. Long rows of heavy machinery, power presses, turret lathes, and screw-making machinery are installed on the first floor of the long wing. At this time of the year frame assembling is also in progress at one end of the shop. Gear cutting—hard finishing of shaft bearing stock, and a variety of heaviest work is done on this floor.

The second floor is devoted to lighter work. Smaller gears are cut, smaller lathes and milling machines are used, and the product is cleaner and brighter than in its earlier stage on the floor below. A good deal of special composition bronze work is done on this floor. The Locomobile company claims to have spent 2 years in finding the bronze employed. While both of these floors are peopled with many busy workmen, the number is not nearly so many as a few weeks since. They are rapidly cleaning up on machine work in the Bridgeport factory. The third floor of this wing is devoted to important special work. The polishing room has a half dozen busy buffers at work; as many more are japanning with every facility of ovens at hand; and the sheet metal workers have a fine line of special machinery for this work.

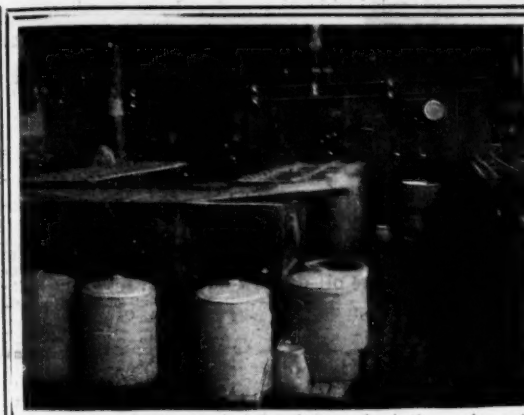
All the plating is done at the Locomobile factory and a fine electro-plating equipment is installed. It adjoins the polishing room, so that no time is lost in the two operations. The electric equipment shop is also located on this floor and is one of the most interesting departments of motor car manufacture. The electric equipment of the Locomobile is made in the factory. The single exception is the Exide battery. The spark generating magneto,



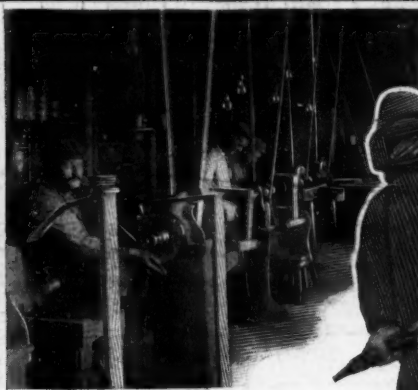
THE HEAVY POWER PRESSES



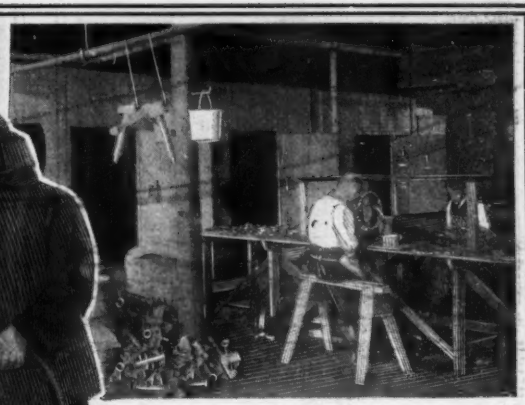
THE ENGINE LATHE DEPARTMENT



ELECTRO PLATING ROOM



GRINDING AND POLISHING



ENAMELING ROOM

the timer, coils, etc., are the design of A. L. Riker, who is not only a gas motor engineer but an electrical engineer as well. Every equipment is tested on a stand in this department before it ever goes to the assembling job.

The paint shop for gears and bodies, the upholstery, the pattern shop and draughting room complete the operations engaged in in this wing of the factory. The shipping of cars, receiving of stock and the timekeeper's office occupy the first floor of the front facade of the factory building. The second floor contains the general offices, department managers' offices, and a large apartment with a special draughting room and some light machinery wherein Mr. Riker works out the designing problems.

The floor above is where the motors and gear-changing mechanism are assembled. This room is crowded with workmen hurrying the work but not slighting it. Arrangements are provided for giving five motors block tests at one time, and these motors are constantly being tried out on the blocks connected to an electric motor load before being installed. Motors go together in one end of this long room and gear changing mechanism at the other. Clutch, speeds and reverse, and differential all go together in one case. This assembling is nicely done and allowances are made for wear with fine strips of copper in sheets.

Much of the work of assembling is done when the motors and gears reach the floor above by elevators, and it is here that the frame assembling is accomplished. Everything has been done to a scale of accuracy; all work has been proved a half-dozen times. The Locomobile company claims assembling is easy work and from the fact that twenty-five four and two-cylinder cars were going through this department, most of them in the way of early completion it would appear that not much adjustment is necessary when this stage of the work is reached.

The company expected to build several hundred cars this season and will realize that ambition. Some little work is being accomplished with steam vehicles. Bodies of earlier models are being lengthened out and longer wheel bases supplied. This stock is rapidly being disposed of, however, and it appears that the gas engine field will be the one to which the company will most assiduously apply itself.

The same pains are taken with every bit of the work in the \$2,000 two-cylinder car as with the \$4,000 four-cylinder car, and to the visitor it appears that the little car must cost very nearly as much to put up. At present about twenty finished vehicles of the gasoline pat-

terns are being produced weekly.

The pride of the Locomobile family is the 16-22-horsepower, four-cylinder gasoline car which is put out in several different styles of dress, as an American style tonneau, a Roi des Belges with and without canopy top and as a limousine. The chassis of these are identical.

In this common chassis the frame is of structural steel of taper channel section along

A SAND BLASTER

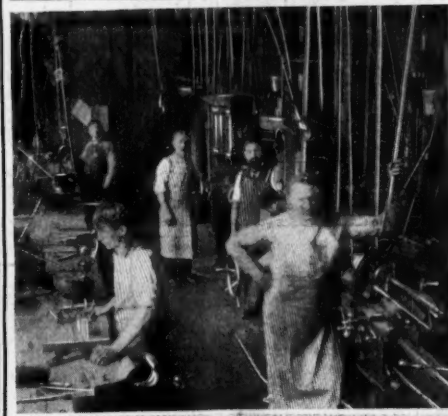
the side bars, merging into angle section at the ends. The rectangle is formed by bending and electrically welding the corners. Angle and channel steel subframes carry the motor and transmission gear. The frame is supported by four semi-elliptic springs, 36 inches long in front and 44 inches long in the rear. The axles, both front and rear, are solid and are drop forgings. The wheels, which run on plain, bushed bearings, are of the customary twelve-spoke artillery wood pattern. They are 34 inches in diameter and fitted with 4-inch detachable tires. The front axle steering knuckles are of the approved jaw pattern with the actuating arm and cross connecting rod ahead of the axle. The wheel base is 86 inches, and the tread is, of course, standard.

The motor consists of four vertical cylinders of 4-inch base and 5-inch stroke, turning at about 900 revolutions per minute, normally, the speed being controlled by a centrifugal governor acting directly on the throttle valve. The cylinders are cast in pairs, with the cylinder heads, water jackets and valve boxes all in one piece. The pistons are carefully fitted, and each is provided with four rings. The wrist pins are of generously ample size; the crank shaft is a drop forging. The crank case oil pans are composed of two nearly spherical compartments cast of aluminum.

The motor bearings consist of a polished steel shaft running in bronze journals scraped and finished by hand. In case of wear the bearing caps may be removed and thin copper "shims" placed on each side until the proper fit is made. The inlet valves are located on top of the combustion chamber directly over the exhaust valves, so that the incoming gas tends to keep the latter cool. In removing each pair of inlet valves it is only necessary to unscrew one nut. The cam shaft which operates the exhaust valves is of steel, hardened and ground and located in a separate compartment, where it is driven by spur-gears running in a dust-proof case outside of the crank chamber. The exhaust valve lifts are adjustable at their upper ends; the lower ends are provided with cam rollers of hardened steel and guides to prevent them from turning in their bearings. On each cylinder, opposite the exhaust valve springs, is cast a lug, in conjunction with which a spring loosening tool may be used, to enable the operator to remove the exhaust valve easily.

The ordinary jump spark system of ignition is employed, heavy wiring and special insulation being used throughout. Two storage batteries of two cells each are used in starting, either battery being available, although

GRINDING MACHINE ROOM



GEAR CUTTING DEPARTMENT

THE DIE SINKING ROOM



PATTERN MAKERS' ROOM



MOTOR ASSEMBLING ROOM

one set only is used at a time. When the starting plug is inserted, in an orifice located on the dashboard, and either forward or rear set of batteries is switched on, the current passes to the commutator or circuit breaker. This is driven by a spur gear from the governor, and is located so as to be readily accessible, the cover which forms a protection against short circuiting from mud or water being easily removed for inspection or oiling. The secondary, or high tension, current is carried from the coils to the cylinders by flexible, heavily insulated cables which are connected to the spark plugs by short pieces of brass chain. This at once obviates terminal breakage and provides an exterior spark gap, the vibration of the car causing the chain links to slightly separate. When the engine has reached a certain speed a dynamo, driven by a gear from the cam shaft, operates an automatic switch placed on the dashboard which brings the dynamo into circuit with the battery and coil box. The dynamo then furnishes the current ignition, and at the same time any surplus current goes to the battery.

The carbureter is of the float feed type. It is placed at such a level below the gaso-

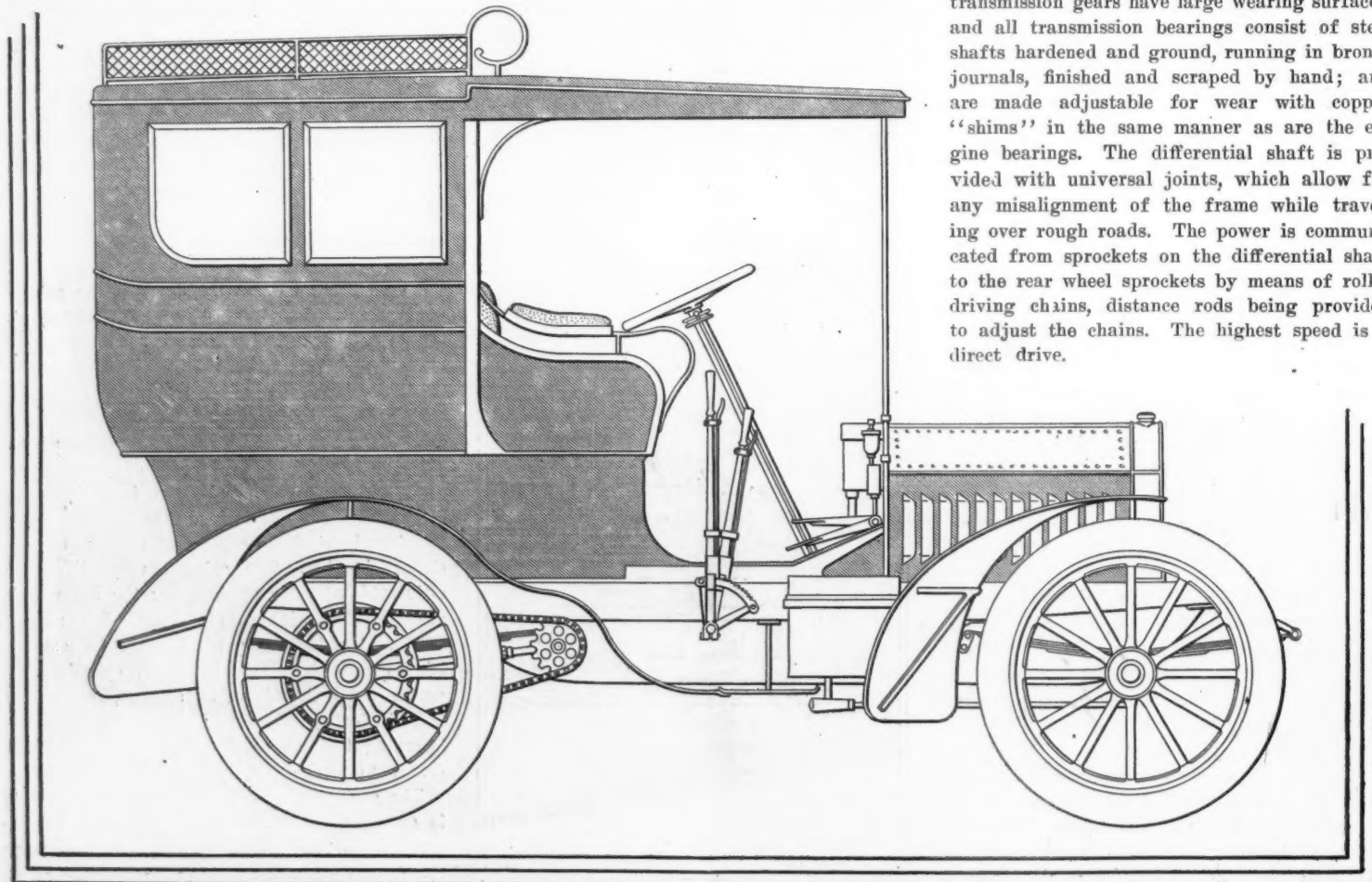
line tank that no matter how steep a hill is ascended there is always a sufficient head of gasoline. The gasoline tank with strainer, is placed underneath the front seat, and between this tank and the float chamber is placed a separator and strainer, which is intended to prevent water and dirt from getting into carbureter, and a valve which provides for draining off such impurities when desired. There is a supplementary air-mixing chamber into which hot air is drawn from around the exhaust pipe, and where, by means of a valve, any desired amount of hot air may be supplied to the fuel mixing chamber. A cold air adjustment is made in a similar manner. The system of mixture regulation in the fuel-mixing chamber is of usual practice.

The water-cooling system includes the usual complement of cellular radiator, fan and centrifugal pump. A gauge placed on the dashboard indicates the manner in which the water is circulating, and warns the operator of any falling off in the efficiency of the circulating system.

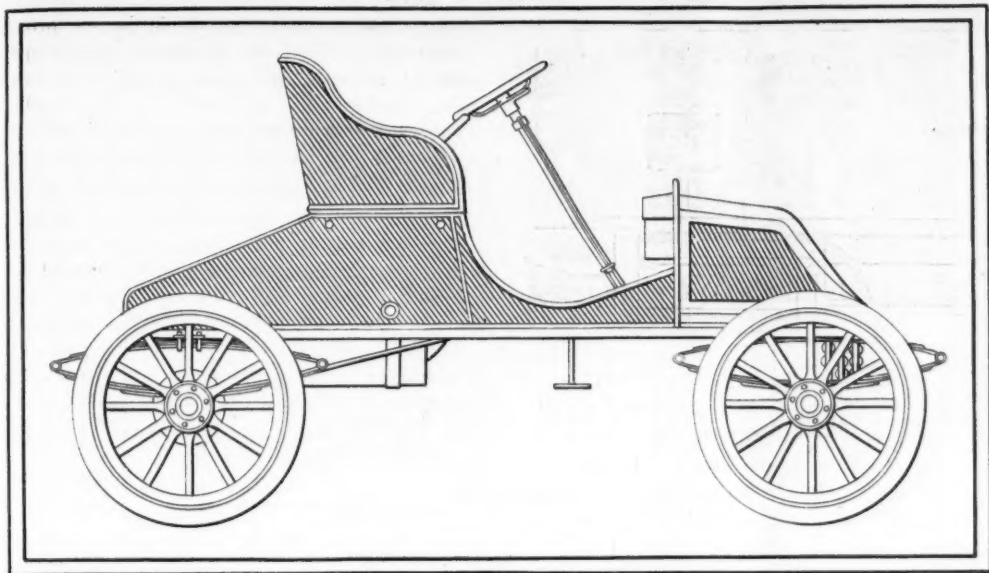
The lubrication system is based upon a copper tank holding a quantity of oil supposed to be sufficient for a 250-mile run, and which

is placed inside the motor bonnet, where the heat of the engine keeps the oil at the proper consistency. When the lubricator valve is open, the oil flows through pipes to the crank cases, the quantity being adjusted by means of sight feeds. Into each of the crank case sections extends a vertical stand-pipe, the top determining the level at which the oil should be carried. The operator may test this level by opening a petcock at the bottom of the stand-pipe to see if the oil drops therefrom. Special provision is made for lubrication of the wrist pins. The lubricator valve is placed below the oil tank and is so connected to the spark switch mechanism that when either set of batteries is switched on, the lubricator valve is opened and the oil begins to drip; when the spark is switched off to stop the engine, the lubricator valve is closed and the oil stops feeding. A pipe placed below the lubricator valve runs to the governor, which thus receives automatic lubrication in the same manner as the engine. The transmission gear case is partly filled with oil to lubricate the gears and their bearings, the clutch shifting mechanism and the differential gear—all these being contained inside of the same dust proof case. The dust cap of each road wheel is hollow, forming a receptacle for a considerable quantity of oil, provision being made for feeding this to the different parts of the bearing. The two differential shaft bearings and the circulating pump are oiled by grease cups.

The transmission gear consists of a sliding gear system providing three forward speeds and a reverse, and including a cross counter or differential shaft driven through bevel gears. The clutch is the conical type, designed to obviate end thrust on the crank shaft or transmission gears. Stout springs placed underneath the leather face of the clutch permit a gradual engagement with the fly wheel. The transmission gears have large wearing surfaces, and all transmission bearings consist of steel shafts hardened and ground, running in bronze journals, finished and scraped by hand; and are made adjustable for wear with copper "shims" in the same manner as are the engine bearings. The differential shaft is provided with universal joints, which allow for any misalignment of the frame while traveling over rough roads. The power is communicated from sprockets on the differential shaft to the rear wheel sprockets by means of roller driving chains, distance rods being provided to adjust the chains. The highest speed is a direct drive.



SIDE ELEVATION OF 16-22-HORSEPOWER LOCOMOBILE LIMOUSINE



THE GALE SINGLE-CYLINDER RUNABOUT

Steering is effected by the usual hand wheel, fitted with irreversible worm gear mechanism made adjustable for wear, encased and supplied with lubricating grease. The three forward speed and reverse gears are thrown in and out of action by a hand lever placed at the right of the car. The hand throttle lever is placed on the steering column just underneath the wheel; and an accelerator or auxiliary throttle is operated by the right foot, thus permitting the operator to run the car at high speed or in crowded streets without removing either hand from the steering wheel. The spark is advanced or retarded by a lever placed on the steering column opposite the throttle lever, and is operated by the left hand when desired.

The brake ordinarily used is placed on the differential shaft. It is brought into action by depressing a foot pedal, which operation automatically disconnects the clutch from the engine before the brake takes hold. The emergency brakes are on the rear wheels, being operated by a hand ratchet lever, the application of which throws out the clutch. A sprag or trailer for use in mountain driving is provided.

The several styles of bodies furnished are made in both wood and aluminum, according to order.

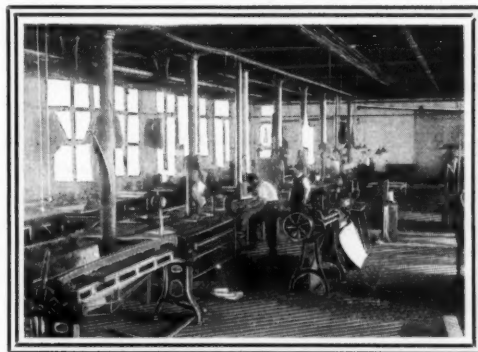
#### LIGHT WESTERN CAR

The Gale car, manufactured by the Western Tool Works, of Galesburg, Ill., is a moderate sized runabout of the conventional order in which the power plant is a longitudinally-disposed horizontal motor, with planetary transmission.

The frame is of channel iron, supported upon full elliptic springs, 42 inches long, front and rear. The wheel base is long for a runabout, being 80 inches. The tread is standard. The front axle is solid, while the live rear axle is continuous from wheel to wheel, one section of the differential being mounted on the sleeve. Midgley tubular steel wheels, 28 inches in diameter, and fitted with 3-inch detachable tires, are used. Both front and rear wheels run on large ball bearings.

The motor is of 5-inch bore by 6-inch stroke, with a normal speed of 800 revolutions per minute. Both the inlet and exhaust valves are mechanically operated, and both valves are easily accessible. The engine is controlled by a foot throttle and by a manually actuated spark

lead, the lever of which is at the side of the seat. The mixture is provided by a Kingston carbureter. The ignition is, of course, of the usual jump spark variety. The apparatus in-



SHEET METAL ROOM, LOCOMOBILE FACTORY

cludes a Splitdorf or vibrator coil and two sets of dry batteries of six cells each.

The motor is water cooled, the water circulation being effected by a pump that is bolted onto the crank case of the motor. The radiator is of the continuous coil variety, there being twelve tubes, the fins of which are attached by

brazing. The water and gasoline tanks and the batteries are under the false bonnet, which may be lifted to obtain access to these parts. The water tank holds 4 gallons and the gasoline tank 5 gallons.

The transmission is of the planetary gear style, on an extension of the motor shaft. The chief feature of the transmission is the high speed or direct drive clutch, which is of the cone style instead of being a flat faced friction clutch. All gears are of hardened steel. The high and low forward speeds are obtained by a side hand-lever, while the reverse drive is obtained by a pedal. The final transmission is through a detachable link chain to a spur gear differential on the rear axle. This differential is equipped with an emergency brake.

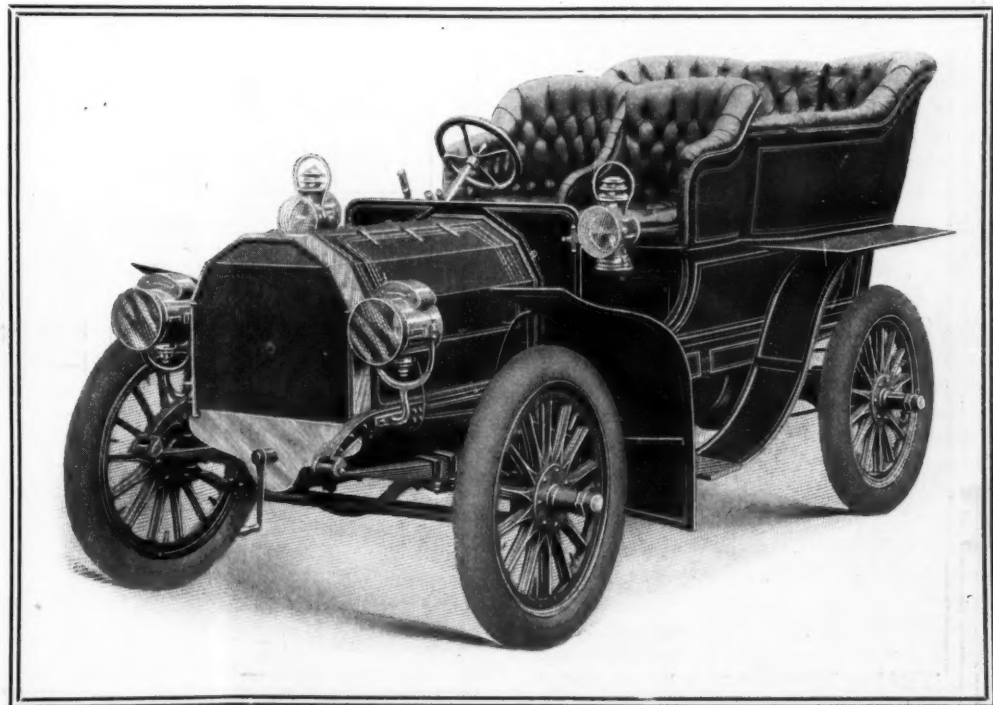
The body is hung on the frame at the rear by pin hinges. By loosening two bolts in front, the entire body may be tipped upward to an angle of 45 degrees, for the inspection of, or work upon any parts of the mechanism. By loosening the hinges the body can be entirely removed. Back of the seat the body is so constructed that a tonneau can be attached, there being ample space underneath the removable rear deck. The car is fitted with wheel steering, the post being of the tilting pattern. The car, complete, weighs about 1,000 pounds.

The company is now preparing to build a four-passenger car of the surrey pattern, which will be similar in general construction to the runabout, but will have a double-cylinder motor.

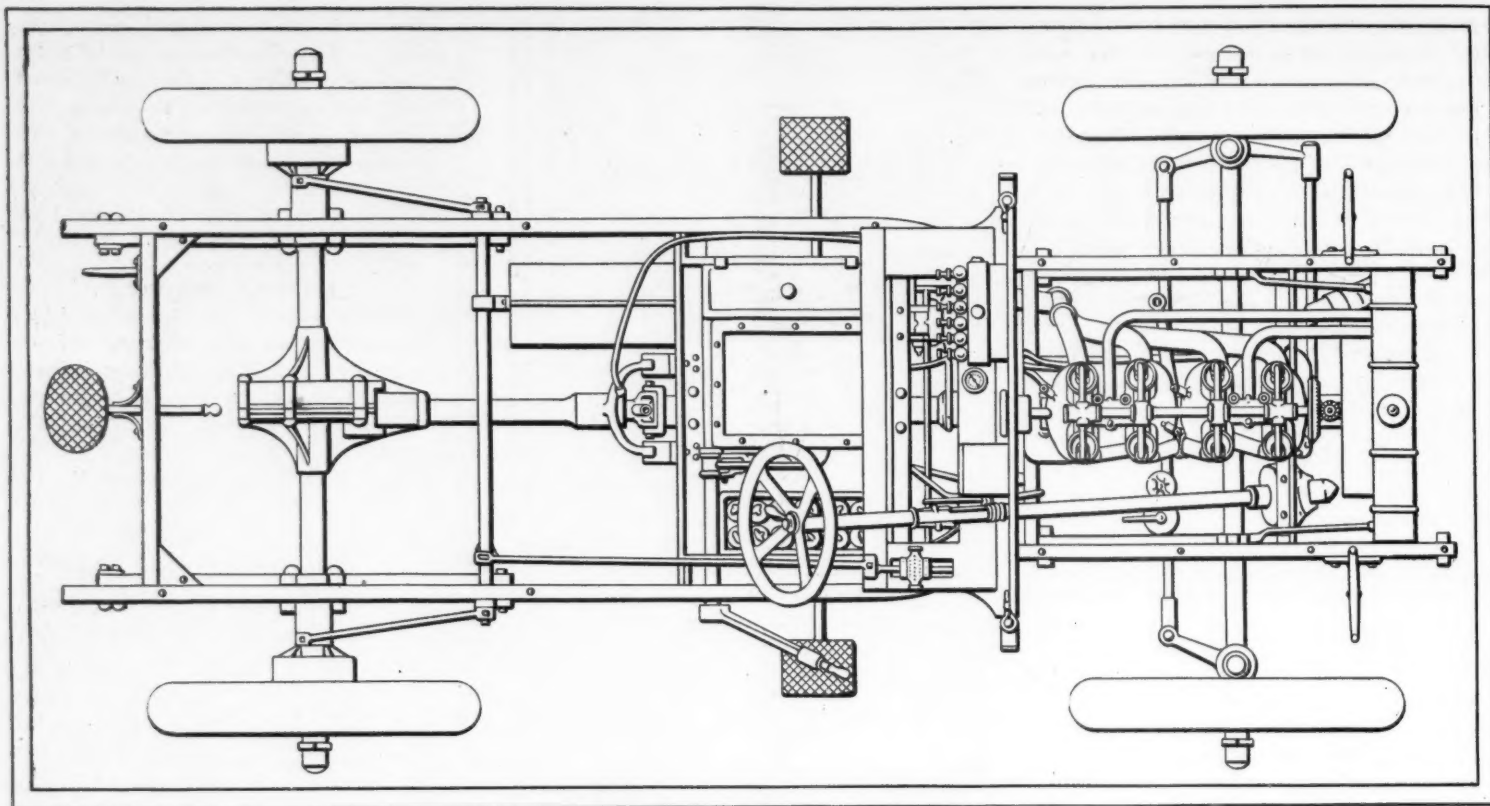
#### WELCH TOURING CAR

Since its original introduction the Welch touring car has undergone an extensive evolution and the model now being introduced seems to be an excellent example of carefully studied design and construction. A moderate size lot of them is now being turned out for the market this season, the intention of the Welch Motor Car Co., of Detroit, Mich., being to produce extensively for 1905.

With the exception of the dash, the chassis is constructed entirely of steel. The side bars are of pressed steel, narrowed in front of the dash, and connected at the rear by a pressed steel channel, in the middle by two angle braces which support the transmission case, and in



THE WELCH ROI DES BELGES TOURING CAR



PLAN VIEW OF CHASSIS OF WELCH TOURING CAR

front by the upper half of the engine crank case, which has four arms cast integrally with it, thus making the upper half of the case a part of the frame, the whole being united by hot riveting.

The frame is carried by four long, half-elliptic springs. The live rear axle carries at its center a spur gear differential and heavy bevel gear drive set, encased in an oil-tight steel casing. The wood wheels are of the artillery pattern. The hubs fitting on the tapered ends of the rear axle carry brake drums cast integrally with them. These brake drums are supplied with internal expanding foot-actuated ratchet brakes. The reverse clutch also acts as an effective emergency brake if the operator so desires. Heavy double-tube clincher tires are used.

The bearings of both front and rear wheels, and in fact nearly all on the car, are of steel running on bronze, flooded with oil. The front hubs are designed to bring the tread line exceedingly close to the fulcrum of the steering knuckles. The front axle is a solid drop forging of the Lemoine pattern. This steering is by an irreversible worm and segment steering gear, adjustable for wear, and packed with grease. The steering column is telescopic and steering connections throughout are heavy.

The motor is of the four-cylinder, vertical type, with large, interchangeable, mechanically operated inlet and exhaust valves, carried in their own removable casings and seats, and set at an incline of 45 degrees from the vertical, in the top of the spherical combustion chamber, that the wall surface exposed to the flame is reduced considerably. This arrangement tends to insure the charge entering the spherical combustion chamber quickly and in a cool condition. It is claimed that more rapid combustion is obtained by having the charge all together in a sphere and that the loss of power through the absorption of heat by the cool cylinder walls is also reduced. High compression is said to be obtained not by so restricting the combustion chamber as to cut the volume of charge down, but by the large valves, free pas-

sageways and entrance of a cool charge. It is pointed out that the charge becomes heated in the valve chamber, it expanding rapidly enough on the last half of the suction stroke to follow the piston without drawing in more fresh mixture.

The cylinders and piston are cast from a mixture of gray iron, machined and lapped to finish in special jigs, making them interchangeable. The cylinders are cast in pairs. The pis-

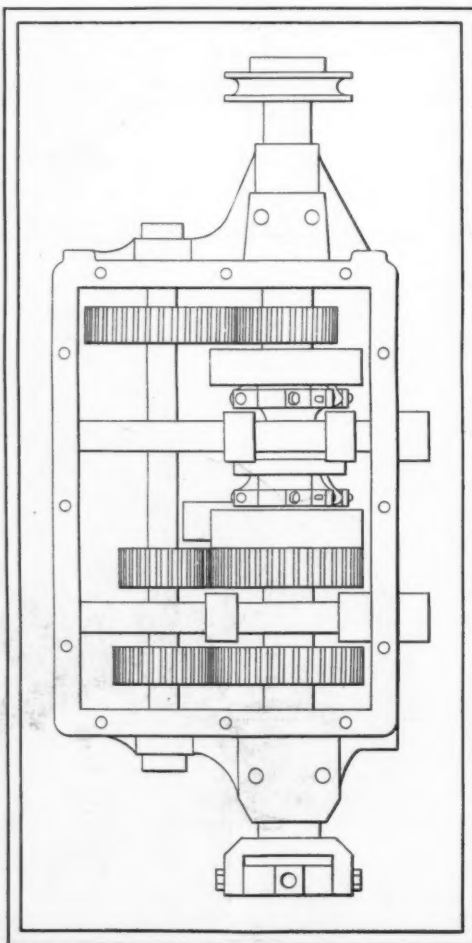
tons carry four rings. The valves are actuated by a set of hardened cams milled from the solid with the shaft. The wearing surfaces are unusually large and automatically lubricated. The cam shaft is driven by very heavy fiber gears, so proportioned as to divide the work on the different teeth. The four-throw crank and fly wheel shaft is forged from the solid bar, and has ground bearings. The connecting rods are drop forged and are fitted at their lower ends with bronze bushings, having the taper key and strap adjustment so long found to be reliable in steam practice. The balance wheel is light, but is large in diameter. With cylinders containing the proper mixture, the engine is said to be self-starting from the seat by touching a push button on the steering wheel.

Lubrication is by a sight, force feed lubricator on the dash. The lubricator is fed by a force pump with by-pass valve, feeding the oil at from 20 to 60 pounds pressure, as desired. This feed at high pressure allows the use of a check valve at each cylinder and bearing, requiring 15 pounds to force the oil through it, thus tending to insure full pipes. A 4-gallon tank supplies the pump with oil.

Ignition is by jump spark, with single vibrating coil and distributor, placed in plain sight of the driver on the dashboard. The current is furnished by dry cells. An automatic spark lead is obtained by a centrifugal governor. A hand control lever is also provided, allowing the operator to "feel" for the best position, after which the proper advance is automatically maintained. The governor retards the spark upon the stopping of the engine, obviating kicking back of the crank.

The speed of the engine is controlled entirely by a throttle in the carbureter, this being operated by a foot lever and hand quadrant lever, the hand lever setting the throttle to carry the engine at any speed, and the foot lever opening the throttle, and giving any speed desired, without disturbing the original setting.

The water cooling system includes a radiator,



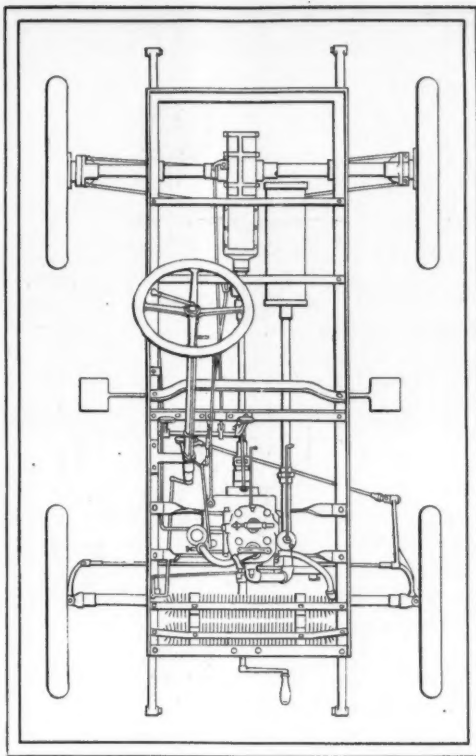
THE WELCH TRANSMISSION

giving an unusual cooling surface per square foot of space and pound weight. The cooler is so made of seamless brass tubing that all the tubes form one solid unit in the radiator; still any tube can be easily removed, and replaced. A centrifugal pump is incorporated in the cast brass radiator base, but the whole circulating system is so designed that thermal circulation will keep up, even though the pump stops. This is an advantage in winter, for as long as the cylinder temperature is above the freezing point the radiator is not likely to freeze. Nothing but copper tubing is used in its connection with the engine, giving no chance for leakage of rubber connections. A large brass fan, running on heavy ball bearings, draws the air through the radiator. Only a few quarts of water are used in the complete system.

A large gasoline tank extends completely across the body under the front seat, 5 inches from the floor, leaving an open space from the tonneau door to the dash. The carburetor is of the latest "automatic," float-feed type, that is said not to need adjustment after once set for the engine. A steel pan completely encloses the motor mechanism, protecting it from mud, dust, etc.

The transmission partakes of both the sliding gear and planetary styles. The gear design is the same as in the sliding gear with the exception that the gears are always in mesh, but still remain idle when on the direct drive. Its resemblance to the planetary gear is in the fact that the clutches are combined in the gear itself, and allow the gear to be shifted from one speed to another, or from direct drive to reverse without shock. All bearings are long, ring oiling and heavy, and gears are of large size and coarse pitch.

The clutches are of the multiple disk, oil bath variety, the friction surface being bronze plates interposed between hardened steel plates, giving a large surface with a sure, sensitive grip. The large friction surface makes the wear slow, and consequent adjusting of the clutches a rare necessity, but when needed, it can be done



PLAN OF POPE-TRIBUNE CHASSIS

easily. The reverse, low and high speeds are obtained by one lever at the right of the driver. A universal joint is placed immediately behind the gear box, and a slip joint between the engine and the gear. The gear case is perfectly accessible through the floor, or can be completely removed.

The standard, seven-passenger Roi des Belges body is constructed of wood, all of the large seats being bent from a single piece of wood. The tonneau comfortably seats five people, the two front tonneau seats being removable, giving exceptional room for four or five passengers. Side entrance, racing "Pullman" limousine, twelve-passenger carry-all, or special touring bodies providing sleeping and eating

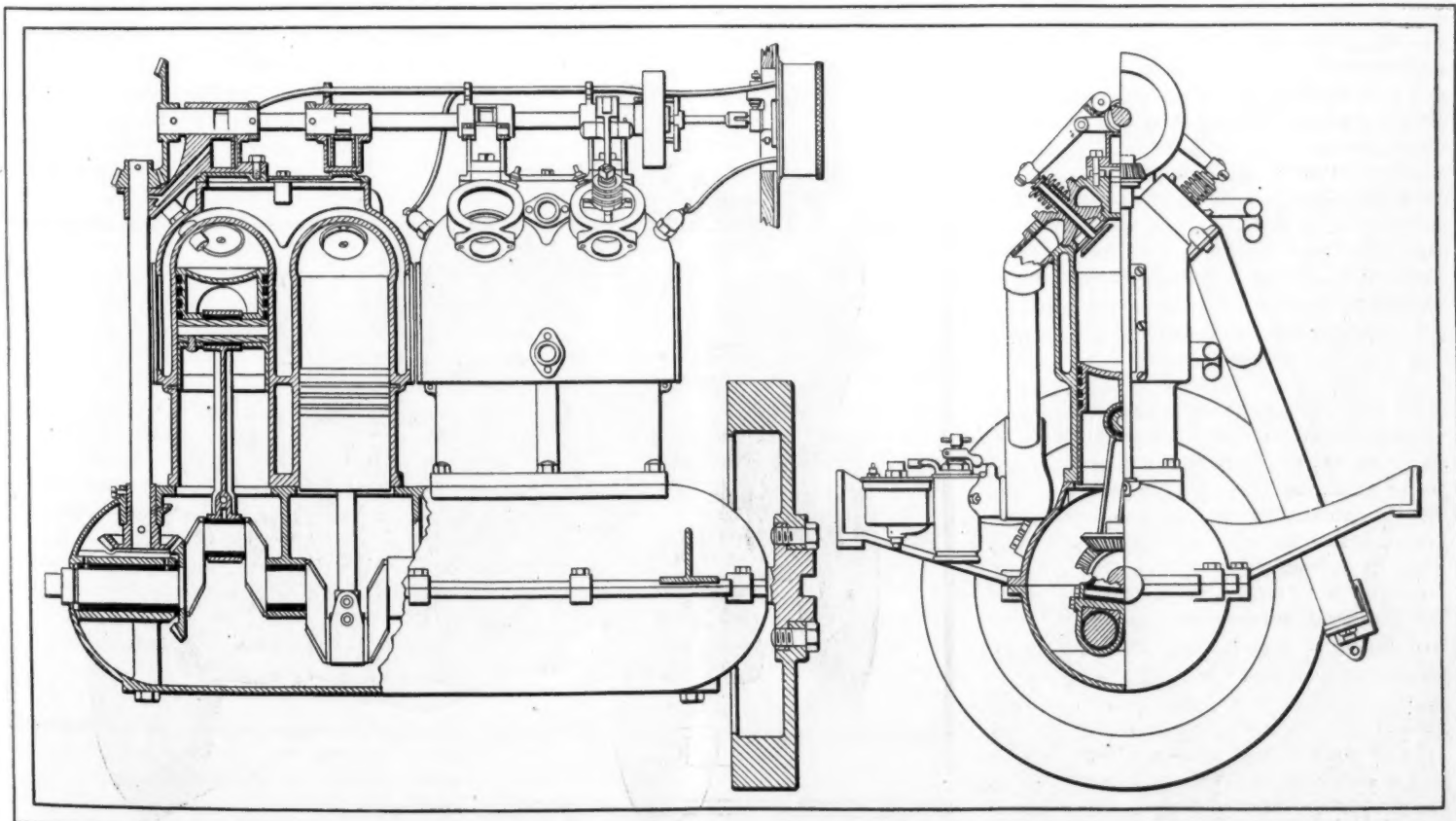
accommodations for four persons are furnished in either wood or aluminum on special orders. The standard color is dark green body with gold leaf striping and black trimmings, running gear light green with gold striping. The trimming is of hand buffed leather to match the painting. The canopy tops are very heavy and furnished with a bevel plate glass in front and storm curtains around the sides.

#### THE POPE-TRIBUNE

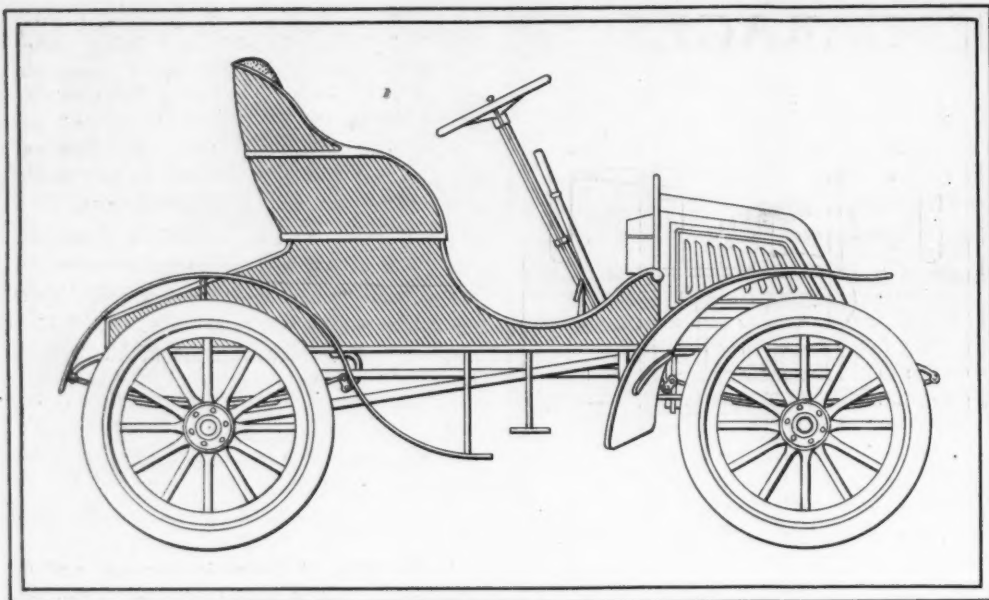
The Pope-Tribune is the smallest automobile manufactured by the Pope Mfg. Co. It is a single-cylinder runabout built at the Hagerstown, Md., factory, but it is different from most runabouts in that the motor is upright and is placed at the front of the machine, the transmission being through a propeller shaft and bevel gears.

The wheel base is 65 inches and the tread 54 inches. The wheels are wood, of the artillery pattern, 28 inches in diameter, and are fitted with 2½-inch detachable tires. The hubs are made of steel and, both front and rear, run on ball bearings. The front axle is of heavy steel tubing, reinforced with a flat steel bar driven edgewise vertically through the tube. The rear axle is of the divided, live pattern, and is solid, running within a tubular stationary axle which is trussed in the usual fashion. This stationary axle contains a dust proof differential casing. The differential is of the spur gear type.

The running gear frame is of angle steel, rectangular in shape and braced by several angle and flat cross bars. The motor is supported by two flat cross bars, which are twisted to stand vertically in their central portions. The frame is supported upon the axles by long, three-quarter-elliptic springs. The motor, as previously stated, is a single-cylinder upright. It is of 4-inch bore and stroke, and has an air-cooled cylinder with a water-cooled head. The fly wheels are enclosed within the crank case and are balanced with counter weights to reduce vibration. The motor is rated at



END AND SIDE HALF-SECTIONS OF THE WELCH FOUR-CYLINDER MOTOR



THE POPE-TRIBUNE SINGLE-CYLINDER RUNABOUT

6 horsepower at 1,200 revolutions. The crank case is of aluminum. All of the bearings are of tool steel, running in phosphor-bronze bushings.

The ignition system includes a vibrator coil, the current for which is supplied by a battery of four dry cells. The carbureter is a simple float-feed device of usual construction. The speed of the motor may be regulated by the spark lead, the lever for which is on the steering wheel; and by a fuel throttle, which is controlled by a lever on the steering post just beneath the wheel. The water circulation system includes a tubular radiator underneath the frame of the car and a belt driven rotary pump. The motor is lubricated by the splash system, used in connection with a sight-feed, gravity oiler on the side of the crank case.

The transmission gear is a light sliding-gear set, furnishing two forward speeds and a reverse drive. It is contained in an aluminum case that is attached to the differential gear case, on the rear axle, by four bolts, being thus easily removable. The power is primarily transmitted from the clutch to the transmission gear by a propeller shaft containing two universal joints. The final drive is by a steel bevel pinion to a bronze bevel gear on the differential. For lubricating the transmission gears the case is packed with lubricant, and to care for loss by use, leakage or evaporation, two grease cups are provided on the case. The differential gear case is also packed with heavy lubricant. All four positions of the transmission set necessary to furnish disconnection, high and low forward speeds, and reverse, are obtained by the movement of a single lever, which is by the side of the steering wheel post.

There are two brakes, one of which is on the engine shaft and is operated by the pedal which throws the driving clutch out of engagement. The emergency brake is on the differential and is operated by another foot lever at the right of the steering wheel post.

#### NEW WHITE STEAMER

The White Sewing Machine Co. of Cleveland, O., announces that all of the 1904 White steam touring cars have been disposed of. The 1905 car, known as Model E, has just been brought out and will be ready for delivery about September 1. Orders for these new cars are being booked and will be filled in rotation as received at Cleveland by the White company.

The 1905 is a much larger car than the 1904 model, is rated at 15-horsepower and will sell for \$2,500, which price does not include canopy top. The tonneau is of the Roi des Belges pattern, is roomy and well appointed. The wheel base of the car is 92 inches, and the tread 56 inches. The front springs are 40 inches and rear springs 44 inches long. The wheels are of the artillery type, 34 by 4 inches in the rear and 32 by 3½ inches in front. The gasoline tank capacity is 15 gallons and the water 15 gallons. The radius on one filling of tanks is claimed to be 150 miles. The weight of the car is 2,000 pounds.

Probably the most noteworthy feature of the new car is the arrangement for the elimination of pumping water by hand after the car has once been primed. This is accomplished by providing a hill-climbing gear consisting of a pair of sliding gears, enclosed in a casing on the rear axle. On a long, heavy grade it will be found desirable to run on this low gear, which, besides increasing the torque of the axle, allows the engine to run at a higher

speed, thereby furnishing the generator, through the power pump, with an increase of water supply for a continuous climb, no matter how long.

In connection with this hill-climbing gear there is a neutral point between the gears at which the engine is disconnected from the car. This enables the operator to warm up his engine and to increase the steam pressure to full amount without hand-pumping, as there is always water enough in the generator to make steam for running the engine, but sometimes not enough to move the car. In thus running the engine the best steaming conditions may be obtained without even running the car out of the garage.

The White company thinks that this improvement will be readily comprehended and appreciated by owners and operators of the present White car, and also that in treating the subject frankly it should not be accused of disparaging the older machines. It is further urged by the company that the new car will remain equal in every way to the former models in regard to hill climbing without changing gear and have the added facility of surmounting, without resorting to the hand-pump, long, steep grades.

#### RECENT INCORPORATIONS

Colorado Springs, Colo.—Antlers Automobile Co., capital stock \$20,000. Incorporators, E. A. Colburn, Jr., Charles Emerson and H. C. Colburn. The company will do a general automobile business in the state.

Syracuse, N. Y.—Lee, Cowan & Bowen Co., capital \$50,000. To manufacture automobile, carriage and railway carriage springs. Directors Edward H. Burdick and Charles H. Knapp, Syracuse; Harold L. Stevens, Williamsport, Pa.

Toronto, Canada—Ronon Motor Co., capital \$100,000. Provisional directors J. S. Lowell, William Bain, R. Gowan, E. W. McNeill, R. Richardson, M. Lash and W. Gow.

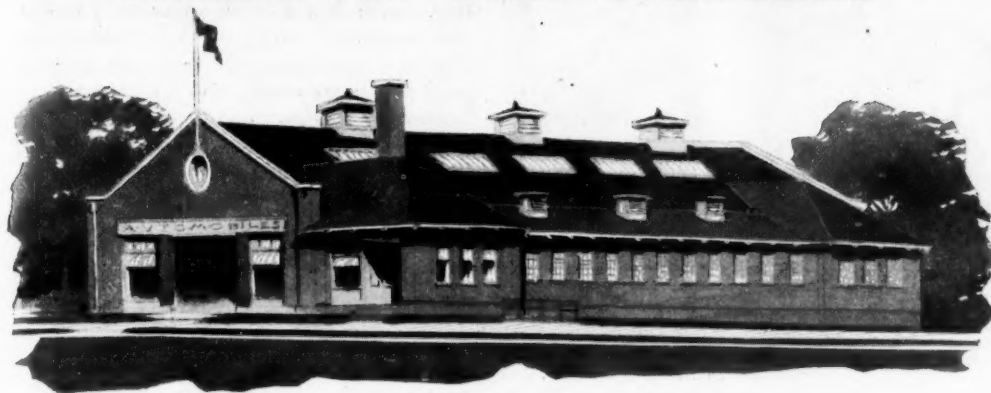
Elizabeth, N. J.—Martin Auto Co., authorized capital \$50,000, divided into 500 shares at a par value of \$100. Incorporators, Franklin D. Mooney, of Elizabeth, N. J.; William Bryan, of West Brighton, N. Y.; George D. Mulligan, of Newark, N. J.

Springfield, Mass.—Bowman & Gregg Co., capital \$3,000. To manufacture motors. Promoters, G.W. Bowman, W. M. Gregg, B. Y. Bowman, F. G. Wooden.



THE NEW WHITE STEAMER,  
WITH ROLLIN WHITE, ITS  
DESIGNER, AT THE WHEEL.

## GOSSIP OF THE GARAGES



NEW GARAGE OF G. W. CAPLIN, OF MINNEAPOLIS, MINN.

**New Gotham Garage**—A new garage, to cost \$20,000, will soon be built at 140 East Forty-first street, New York city.

**Pope-Hartford in Orange**—Herbert A. Austin, of 81 Orange street, Newark, N. J., has taken the agency for the Pope-Hartford car.

**Westward Ho!**—An automobile shop and stable will be built by Ebb McKinney in Ashland, Ore. It will be the first automobile shop in that neighborhood.

**One for Himself**—Walter M. Paige, of Traverse City, Mich., has retired from the Paige Electric Co. and opened an automobile and launch supply store in the town.

**Shop for Rockford**—A new automobile shop will soon be completed in Rockford, Ill. It is being erected by the Rockford Tack & Nail Co. and will cost \$1,500. J. S. Joslyn will have charge of the shop.

**Winton in New York**—Alexander Winton stopped at the New York branch of his company en route to the Mount Washington hill-climb. On the day of his visit the first of the new four-cylinder Wintons arrived and was surrounded by interested automobilists all day.

**Tour to Shenandoah**—Royce Hough, manager of the Washington, D. C., branch of the Pope Mfg. Co., is endeavoring to organize a party of Washington automobilists to tour the Shenandoah valley. This is one of the finest trips in the vicinity of the national capital and it is expected that there will be a large turnout. Manager Hough will use a four-cylinder Pope-Toledo on the trip.

**Filling Back Orders**—The Motor Car Co., of Newark, N. J., has added an electric storage station to its plant. This concern, which handles Cadillacs, received eighteen of them last week, all of which were back orders. There was a delivery car among them, which has been looked over by many business men, who declared that if the vehicle proves satisfactory they will purchase.

**Coast Business Good**—The Knox delivery wagon which has been used in San Francisco for the past 60 days by Roos Brothers, a large clothing concern, is giving great satisfaction. The delivery car takes the place of two wagons and eight horses and has made an average of 50 miles each day since it was received. The repair bill thus far has amounted to less than 7 cents a day.

**Orders Still Coming**—A busy place these days is the big garage of the Pope Mfg. Co., on Fourteenth street, Washington, D. C. Manager Hough and a corps of salesmen are on duty booking orders for Pope-Toledos and Pope-Hartfords, and orders are getting larger than deliveries from the factories. The Washington branch is just beginning to wage a big campaign on the commercial type of Pope-

Waverley and local business houses are becoming much interested. Manager Hough had charge of the Waverley during the recent New York commercial tests and is in a position to speak from the book regarding commercial utility of the Pope-Waverley.

**Decauvilles Arriving**—The Standard Automobile Co. is beginning to receive the first shipments of Decauvilles for city use. They will embrace landaulets, victorias and various limousine types and are expected to be the entering wedge in the use of gasoline vehicles for purposes hitherto practically monopolized in this country by the electrics. The company has disposed of the three 60-horsepower Decauvilles recently received.

**Brewery Buys Vans**—One of the largest brewery companies in Washington, D. C., has just added two large commercial vehicles to its delivery service. One is a big van capable of holding a large number of barrels of beer, while the other is used in the delivery of ice to the patrons of the company. Both vehicles were made by the Vehicle Equipment Co., and are giving excellent service.

**Testing Auction Cars**—Heretofore no guarantee of any kind has been given with the motor cars sold at auction at the French motor Tattersall in Paris. The management recently decided that prospective buyers may ask for a test ride within the 48 hours preceding the auction sale. When the car is then brought in for the sale a certificate will be read showing when and with whom it has been tested previous to the sale.

**Changes in Washington**—Influences which have been quietly at work for some time past seeking to secure control of the National Capital Automobile Co., of Washington, D. C., have at last been successful, and as a result there has been a complete reorganization of that corporation. The name of the concern has been changed to the National Automobile Co. and new articles of incorporation have been filed by F. M. White and E. P. Nussbaum, of Washington, and W. L. White, of Herndon, Va., who, with E. C. Graham, H. B. Mirick and W. E. Speir, will constitute the board of trustees for the first year. The capital stock is \$20,000, divided into 400 shares of \$50 each, and is fully paid up and nonassessable. This gives the company a healthy cash basis for the extension of its business. The company will occupy the commodious garage on Fourteenth street recently sold to the old company for \$36,000, and will continue to make the Oldsmobile its leader. The officers of the new company are: President, E. C. Graham, president of the National Electrical Supply Co., automobile supply jobbers; vice-president and treasurer, H. B. Mirick; secretary, E. P. Nuss-

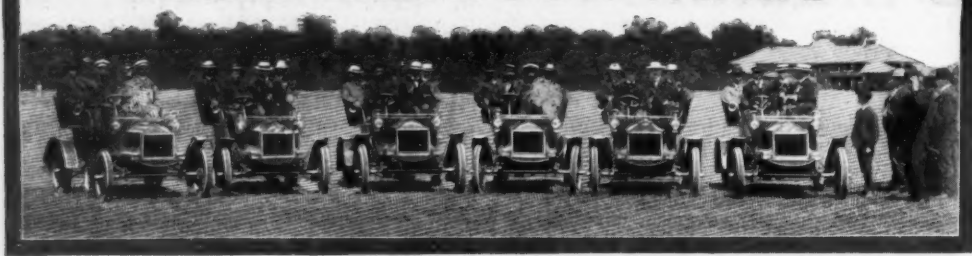
baum. Under its charter the company is given wide latitude, and in addition to being authorized to do business in Washington, it may also engage in a general automobile business elsewhere in the United States, its colonial possessions and throughout the world. However, it can be stated that the company will devote its activities exclusively to Washington.

**Mead Marrs Prices**—The Mead Cycle Co., of Chicago, has prepared some bargains for runabout buyers. This week it bought the entire built-up stock of Marr cars at a price which will allow it to sell these little machines at a catching figure. About fifty of the cars were obtained in the purchase. The Marr was built under contract by the Fauber Mfg. Co., of Elgin, Ill., and hence were well constructed, and as all of these machines were finished before the sale was made there is no chance of hurried after-sale assembling.

**Trade Grows in Stockton**—The San Joaquin Automobile and Wagon Mfg. Co., of Stanton, Cal., is meeting with much more success than its projectors anticipated. This concern handles many different makes of automobiles which it receives direct from the factory instead of through the intermediary of a San Francisco agent. This in itself is a big item in favor of the new company, as heretofore the profit from the sales of eastern automobiles had to be divided between some Pacific coast agency, located in San Francisco, and the local dealer, and the local man generally had the worst end of the bargain. It is the primary intention of the company to engage in the manufacturing of every class of light steam, gasoline and electric-propelled vehicles, also craft. The concern will operate as direct agents for a large number of motor car manufacturing houses and automobiles and machine supplies, the purpose of the recently established concern being to control the automobile business in central California. It will also erect garages in Stockton, Sacramento, Lodi, Bakersfield and other towns in the valley.

**Fine Western Garage**—One more garage is now being built in the west, which when completed will be among the finest combination automobile sales, storage, repair and charging buildings in the country. It also promises to be one of the buildings in Minneapolis, Minn., which will be referred to the tourist as among the things worth while in town. It will be located at 424 to 428 Fifth street, south, and is the property of G. W. Caplin. In several respects it will have improvements over other large automobile storage rooms. There will not be a single post on the floor, which enables every inch of space to be used. The building is to be 70 feet wide, while the rear will lead to a cement alley, which will be wide enough to enable two cars to pass. The offices, which will be spacious and neatly furnished, will be to the right of the entrance. On that side of the building the work shop and wash and supply rooms will be located. The shop will be nearly 100 feet long and 17 feet wide, with a dozen large windows and three wide skylights. The rest of the floor will be used for storage purposes. Lockers are to be made along the left side of the floor and incandescent lamps will be placed above these. The building will be heated by steam. When the place is opened there will be eight men employed. Mr. Caplin, who has the agency for the Royal Tourist and the Baker Electric line of vehicles, expects to improve his garage whenever there is something worth adopting in the line of good novelty.

## FROM THE FOUR WINDS



BOARD OF FILIPINO COMMISSIONERS ENTERTAINED AT DETROIT BY BEING OLDSMOBILED

**Woman Passes**—Mrs. D. Z. Dumoury, of San Francisco, Cal., recently passed the park examination with the highest honors and is one of the few local women drivers. She drove ex-Governor Budd's White steamer.

**Wrongly Named**—In the recent description of the new Meteor car, the wording gave the impression that this machine is a Berg. The car, however, is built by the Federal Co. especially for the Worthington Automobile Co. of New York.

**Motor Cycle Test**—A motor cycle endurance test for touring machines only has been arranged to take place August 6 and 7 in Holland. The route chosen is one from Maestricht to Nimegue, about 165 miles long, and will have to be covered each day.

**First Car Out**—The Michigan Automobile Co., maker of the Michigan light touring car, of Kalamazoo, Mich., shipped its first car load of machines to the east July 9. It went to the Newark Automobile Co., Newark, N. J., distributor of this car for northern New Jersey.

**For Camera Fiends**—Thomas B. Jeffrey & Co., of Kenosha, Wis., is promoting a photographic contest. The subjects are to be pictures of automobiling, in which the automobile is a Rambler. Ten prizes are offered. Full particulars may be obtained of the company.

**Remington Plant Sold**—The plant of the Remington Motor Vehicle Co., at Utica, N. Y., has been purchased by the Black Diamond Automobile Co., of New York city and Geneva, N. Y. The property occupies 250 by 100 feet of space and will be transformed into a modern factory.

**Dyke Expands**—The A. L. Dyke Automobile Co., of St. Louis, Mo., recently increased its capital from \$25,000 to \$40,000, all of which has been paid in. The concern has also moved into its new building, which is located at Olive, Washington and Walton streets. This building occupies a space 127 by 150 feet.

**Couldn't Help It**—It was a great day for automobiles in Canton, O., on the Fourth. There was a parade and the mayor and many other city officials as well as some of the society people took part in the affair. Seventeen cars were at the start. The mayor led, and it is claimed that the local speed ordinance was well observed, except at certain moments when it was unwittingly broken by the mayor himself.

**Battled in Kalamazoo**—The first automobile race meeting held in Kalamazoo, Mich., took place on the Fourth and from a local standpoint was a success. The 3-mile open race was won by C. E. Adams, of Battle Creek, on a Columbia car. He covered the distance in 5:47%. M. Russell, on a Michigan, won the 2-mile race and made good time considering the power of the car and the condition of the track. He covered the first mile in 1:43 and the second in 1:46. James Hatfield, on a

Thomas, gave a 10-mile exhibition and covered the distance in 19:31¼. The fastest time of the meet was made by Miles Reily, of Battle Creek, on a Thomas car, who covered 1 mile in 1:37¼.

**Subscribed Liberally**—At a recent meeting of members of the Frankfurter Automobile Club of Frankfort-on-Main, Germany, it was suggested by a member that the club ought to have a house of its own. Within an hour \$10,000 was subscribed among the members present for the proposed home of the Frankfurter motorists.

**Bought Foundry**—The Logan Motor Storage Co., of Chillicothe, O., recently decided to increase its capital stock to \$100,000 in order to be able to buy out the Woodcock Foundry Works and to enlarge its plant. The foundry works will be remodeled and new machinery put in. It is expected that within 2 months everything will be completed.

**Fell Short**—July Fourth the new Iowa state law went into effect and on the preceding Saturday only 288 applications for licenses had been filed with the secretary of state, whereas it had been estimated that there would be more than twice that number, the officials thinking there were over 1,000 motor cars used in the state.

**After Chicago-New York Record**—Jerry Ellis, a member of the Chicago Automobile Club, intends to make a trial at breaking the present record from Chicago to New York. If nothing prevents the start will be made July 23 or 24. A. G. Schmitt is to accompany Mr. Ellis, who will use a 40-horsepower Apperson car in his attempt to lower the record.

**Wants Another Meet**—Announcement has been made in Nashville, Tenn., that the Cumberland Park Driving Club will pull off another automobile race meeting on the Cumberland park track Labor day. The first meeting, which was held in June, proved successful in every way. The sport was good and a large crowd saw the races. Efforts will be made to have the next one better. A racing machine will be secured to do a few exhibition miles and at least a hundred entries of stock cars seem probable.

**Big Crowd, Poor Events**—It was estimated that from 6,000 to 7,000 people were at Electric park, Baltimore, Md., the afternoon of the Fourth to see the automobile, motor cycle and bicycle races, none of which was interesting. Only two of the six motor cycle riders who had entered for the 5-mile handicap started. Raymond Thompson, who had a handicap of 20 seconds, overtook Charles Heisterman after having ridden 3½ miles in 6 minutes 40 seconds. There was a match race between Howard and Ernest Gill, both using steam cars, which Howard won easily in straight heats, the fastest mile being covered

in 2:19. In an attempt to break the track record, H. Gill succeeded in going a mile in 1:50, which is 2 seconds faster than the previous mark.

**Bought Cab Business**—The American Express Co., of New York, has leased the Metropolitan Express Co., which is under the control of the New York Transportation Co. The company is essentially engaged in the running of electric cabs and this part of the company's business is being operated at a profit. There are about 575 electric cabs in use by the concern.

**Won't Pay Toll**—At a meeting of fifty owners of automobiles of Lancaster county, Pa., it was decided to form a permanent organization, the primary object of which is to fight in court the claims of turnpike companies that they can collect toll for motor cars. Owners of motor vehicles hold that the charters of these companies do not cover their vehicles and thus far the motor vehicle owners have refused to pay the toll.

**Mills Has Another Record**—G. P. Mills, of England, who during many years was one of the most prominent bicycle riders in Great Britain, has added the Land's End to John o' Groat's motor cycle record to his collection. He covered the 886 miles on a Raleigh motor in 50 hours 46 minutes 30 seconds, thus breaking the previous record of T. Silver by 13 hours 43 minutes. His average speed was better than 17½ miles per hour.

**Germany First**—In a recent motor cycle endurance in Denmark, held under the auspices of the Dansk Motor Cycle Club, twenty of the starters completed the journey. Fourteen of the machines which finished the trip were made in Germany and eight were of one make. The first prize was won on a Westfalen machine, of which there were four among those that classified, while the next four machines were Adlers, of which there were eight.

**Joliet Parades**—The first automobile parade held in Joliet, Ill., took place last week and forty-four cars were in line. Lee D. Fisher, manager of the Joliet Automobile & Garage Co., started the plan for holding the parade and almost every owner of an automobile was enthusiastic over the proposition. The parade started at 7:30 in the evening and was watched by hundreds of people, who had never seen so many automobiles gathered together at one time.

**Welcomes Visitors**—Among the number of visitors to the plant of the E. R. Thomas Motor Co., of Buffalo, N. Y., last week were ten of the National Cash Register Co.'s foremen, who spent the entire day examining the various fixtures and tools and discussing the various systems of construction. The Thomas plant was recently visited by manufacturing representatives from England, Japan and China and students from Columbia and Cornell colleges and the Boston School of Technology.

**Took Boys Out**—On cars owned by W. D. Sawyer, Dr. Batchelor, Otto Folk, Samuel Watkins, Louis Allis and L. W. Nieman, fifty boys were given a royal good time in the shape of an automobile ride at Milwaukee, Wis., Sunday. They were members of the Boys' Club, conducted in connection with the South Side Mission Kindergarten. The youngsters met at the courthouse park and were driven in the automobiles to Whitefield bay, where a picnic was held. Each machine carried eleven or twelve boys.

**Races at Poughkeepsie**—Sanction has been granted by the Racing Board of the American Automobile Association for a race meet at Poughkeepsie, N. Y., September 16, in connection with the sixty-third annual fair of the Dutchess County Agricultural Society. The track on the Poughkeepsie fair grounds is one of the best in the country. It is a 1-mile circuit, 80 feet wide. The automobile races will be held on the last day of the fair.

**Sort o' Selfish**—The recent kilometer flying and standing start hill-climbing contest arranged by the Motor Club of Antwerp, Belgium, was especially interesting, as all of the four events on the program were won by the same man. Leon Elskamp, on a 4-horsepower Minerva motor cycle, covered the kilometer flying start in :48 $\frac{3}{4}$  and the standing start in 1:01, while on a 20-horsepower Gobron-Brillie car he made the best times in the events for all kinds of vehicles. He covered 1 kilometer standing start in :47 $\frac{3}{4}$  and was 3 $\frac{3}{4}$  seconds faster in his trial from a flying start.

**Meet for Providence**—The society people who frequent Newport, R. I., are to have an automobile race meet all of their own some time in the near future, and Reginald C. Vanderbilt has been appointed a committee of one to make all of the necessary arrangements. The races will be run on Second Beach, which offers a course about 2 miles long and 50 feet wide at low tide, and some fast work is expected. Cups have been offered as prizes by a number of the cottagers, and there will be probably about ten events. Already some of the prospective contestants have been out on the beach with their machines practicing for the meet.

**Pretty Much Knox**—More than thirty motor cars took part in the Fourth of July parade held in Springfield, Mass. The first prize for the best decorated car was given to Forbes & Wallace for their Knox delivery car. The body of the car was trimmed in blue and white and at the front there was a big golden eagle with outstretched wings and a big bunch of cannon crackers held in its mouth. A Knox touring car was given second prize, while third award was also given a car of this make, which was fitted out with a hay rack carrying a big load of hay and people. There were fourteen Knox cars, six Stevens-Duryeas, four Wintons, three Ramblers, three Locomobiles, one Franklin and one Ford in the run.

**French Government Stipulations**—The French war department has opened a competition for automobile vehicles which are to be used for the transportation of food stuff and provisions. The cars must not cost more than \$1,700 and must be of French make. The competition will be in the nature of runs, brake tests, stopping and starting trials, and will last 8 days, while the total distance of the runs will be 250 miles. Concerning the vehicles it is stipulated that when loaded they must not weigh over 7,480 pounds, of which the actual weight carried must weigh at least 3,520 pounds. The motor must develop at least 12 horsepower at a maximum of 1,000 revolutions. On level roads the cars must develop a speed of 10 miles and about 3 miles on hills. There must be three speeds and three brakes, of which two must apply on the rear wheels. The capacity of the tanks must be such that 47 miles can be run without necessity of refilling. Cars which are accepted by the government must be guaranteed against mate-

rial defects, as well as construction faults, for 1 year, and for 3 years the manufacturer is to furnish the government duplicate parts at special rates.

**Thick in Joliet**—Joliet, Ill., is rapidly becoming one of the leading automobile centers of Illinois. A few years ago the word automobile was hardly known. A year ago there were about twenty-five cars in town, while according to recent information fifty-four motor vehicles are now owned. Among these are ten Oldsmobiles, seven Cadillacs, six Knox, four Locomobiles, three Franklins, three of local make, two Wintons, two Phelps, two Popes, two Elmores, two Whites and one each Thomas, Flint, Michigan, Milwaukee, Stanley, Buffalo, Hoffman, Crest, Buckboard, Mitchell, Trimotor and Conrad.

**Campaign in Car**—Governor La Follette, of Wisconsin, who leads one element of the divided Republican party of that state in a strenuous fashion, will further emphasize his strenuousness, it is claimed, by making his campaign this fall in an automobile. "It's just like the governor," is what the people said when the announcement of his intention was made. The governor's unique plan proves catchy, however, and has stirred up no little comment. The campaign will be directed partly from Milwaukee. Small cities throughout the state will be visited on the automobile tour.

**Object to Speed Indicators**—A conference will soon take place in Germany at which there will be delegates from various automobile clubs, from the civil service and from the Central European Motor Car Club, at which several important automobile questions will be discussed. The thing which has led to the proposed conference is a measure of the German government, which desires to make it compulsory for motor cars to be fitted with speed indicators. Whatever decisions will be reached, the measure adopted will be made uniform for the entire country, and local authorities will not be permitted to make any changes.

**Horsemen Angry**—It is reported that the cabmen and livery owners of fashionable Newport, R. I., are in a state of revolt against J. K. Sullivan, another liveryman who recently purchased a large sight-seeing automobile, which can easily accommodate fifty persons. The horse drivers and owners of liveries claim the innovation will ruin their business, as the majority of visitors as well as many townspeople prefer to go in the motor coach than in a horse-drawn vehicle. It is further claimed that such society men as W. K. Vanderbilt, Jr., H. L. Willoughby and P. L. Lorillard are backing Sullivan in his enterprise and will assist him in every possible way.

**Made Record Run**—In his recent record-breaking trip from Rochester N. Y., to Cleveland, O., Webb Jay, on the same White steamer in which he took part in the 1903 endurance run from New York to Pittsburg, covered exactly 303 miles in 14 hours 50 minutes. He started from Rochester at 4:25 in the morning, arriving in Buffalo 4 hours later. Twenty minutes were spent breakfasting and then the trip was continued. Erie was reached at 1:30 in the afternoon and after a stop of 33 minutes the Erie-Cleveland stage of the run was begun. Jay and his companion, Jack Pechin, reached the limits of the Ohio city at 6:45 and the Hollenden hotel, which was the ending point of the run, half an hour later.

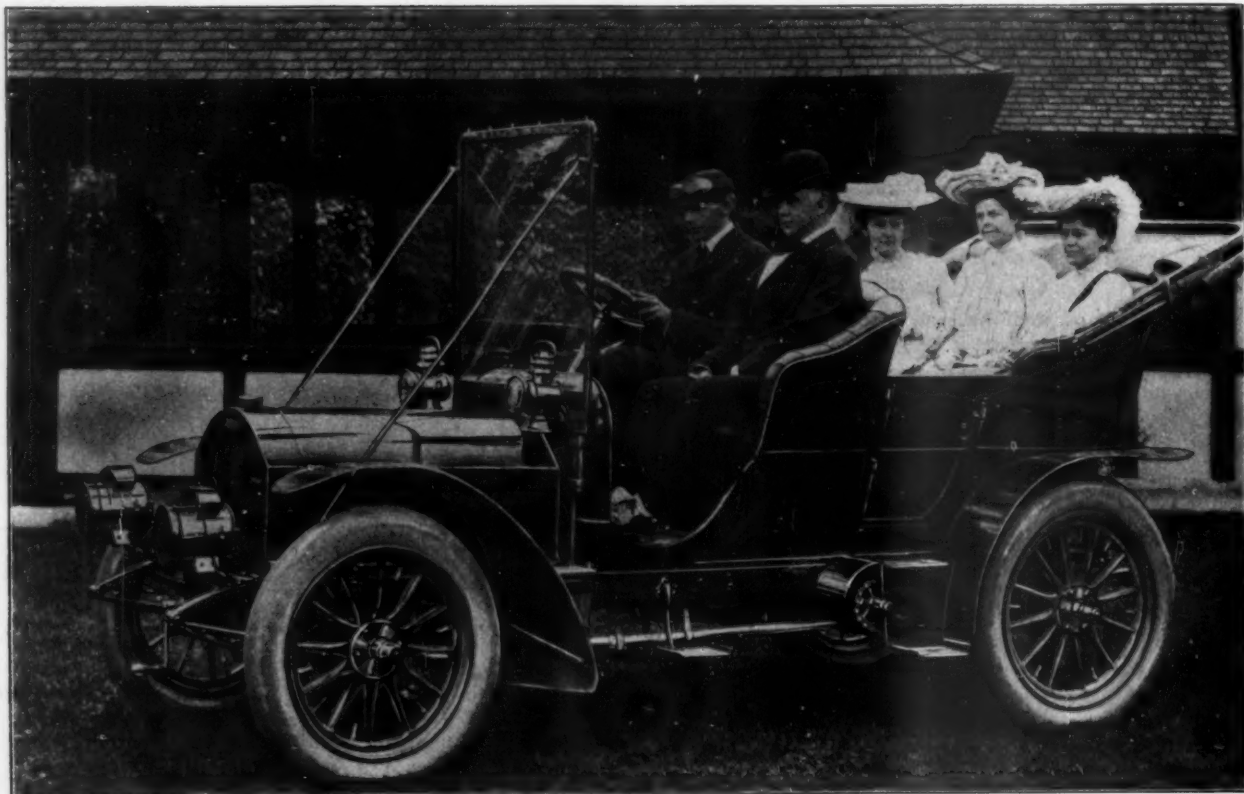
**A Cripple, but Game**—John T. Landis, of Nashville, Tenn., will perhaps be the only enthusiast from that city who will go to the world's fair for the automobile encampment. He is now planning to make the trip in his White steam car. He will go to Louisville first and from there to some point between Chicago and St. Louis, probably Springfield, Ill., where he will join the touring automobilists and go with them to the fair city. The unusual feature of this proposed trip lies in the fact that Mr. Landis is a cripple and has practically no use of his legs. He can move around with crutches, but can go only a short distance even with their aid. In spite of this he proposes to drive his own car over roads which at certain times in the year are impassable and which have never been explored by local automobilists. He will take with him only one man, his colored mechanic, and will make the distance as fast as his car will go.

**La Roche's Airy Notion**—F. A. La Roche, of New York, the Darracq importer, told a MOTOR AGE man in all seriousness last week that he would be the first American automobile maker to build airships and that he had one nearly completed already, and, in fact, had tested it in suspension held by cables. "Yes," said he, "I am going to take a fly in the air for a change. I have an airship so far toward completion that it has been in suspension for 6 hours by cables to test its lifting power. It is no gas bag affair, but an out-and-out flying machine. It is 40 feet in length and will be driven by two gasoline engines of 20 horse-power each, though electric batteries will furnish the power for the experiments. The ship will carry four. The action and construction of a bird's wings have been copied. The motion of the wings is vertical, and the steering, stopping and backing are done by them. I do not care to give any further details, and I am not ready to say when the first flight will be made. The construction is well covered by patents."



A KNOX FEATURE OF THE FOURTH OF JULY PARADE AT SPRINGFIELD, MASS.

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